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SECRETARY OF THE AIR FORCE**

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Volume 3, Addendum A**



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Flying Operations

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

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This publication implements Air Force Policy Directive (AFPD) 11-2, *Flying Operations*, and is an addendum to AFMAN 11-2C-130H Volume 3, *C-130H Operations Procedures*. It establishes implementing guidance for the configuration of the C-130H aircraft to safely and successfully accomplish worldwide mobility missions. This publication applies to the Regular Air Force, the Air Force Reserve, and the Air National Guard. This publication does not apply to the United States Space Force. Ensure that all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all Supplements must be routed to the OPR of this publication for coordination prior to certification and approval. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, and T-3”) number following the compliance statement. See DAFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, as identified in **paragraph 1.3** in AFMAN 11-2C-130HV3. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This publication has been substantially revised and needs to be completely reviewed. Major changes include: (1) correcting administrative and grammatical errors; (2) removal of reference to E model and WC-130H; (3) updating **Table 2.3** Aircrew Flight Equipment (AFE) Configuration; (4) adjusting configurations to include the loadmaster crashworthy seat; (5) adding pallet position 5 aisleway; and (6) other minor changes.

Chapter 1—GUIDANCE	6
1.1. Sound Judgment.....	6
1.2. General.....	6
1.3. Roles and Responsibilities.....	6
1.4. Standard Configuration Codes.....	6
1.5. Modifications.....	7
1.6. Weight and Balance.....	7
1.7. Revisions.....	7
1.8. Aircraft Configuration Waivers and Supplements.....	7
Chapter 2—CONSOLIDATED EQUIPMENT TABLES	8
2.1. General.....	8
2.2. Aircrew Flight Equipment Aircraft Transfer Requirements.....	8
2.3. Aircrew Flight Equipment Overhead Racks.....	8
2.4. Aircraft Returning From Off station.....	8
Table 2.1. Required Equipment (T-1).....	9
Table 2.2. Mission Specific Equipment (T-1).....	14
Table 2.3. Aircraft Installed Aircrew Flight Equipment Configurations (T-1).....	15
Table 2.4. Required Equipment Removal for MAFFS Missions (T-1).....	16
Chapter 3—FLOOR PLANS AND REQUIRED EQUIPMENT WEIGHT AND BALANCE DATA	19
3.1. General.....	19
3.2. Configuration.....	19
3.3. Legend of Configurations:.....	20
Table 3.1. Rolling Stock Passenger Leg Room (T-2).....	20
3.4. Troop Life Preserver.....	21
3.5. Crew/Passenger/Troop Drinking Water.....	21
3.6. Loadmaster Crashworthy Seat During MAFFS Season.....	21

Figure 3.1.	Configuration Floor Plans.....	21
Figure 3.2.	Configuration AE-1.....	22
Table 3.2.	Configuration AE-1, DD Form 365-4 Information.....	22
Figure 3.3.	Configuration AE-2.....	23
Table 3.3.	Configuration AE-2, DD Form 365-4 Information.....	23
Figure 3.4.	Configuration AE-3.....	24
Table 3.4.	Configuration AE-3, DD Form 365-4 Information.....	24
Figure 3.5.	Configuration AE-4.....	25
Table 3.5.	Configuration AE-4, DD Form 365-4 Information.....	25
Figure 3.6.	Configuration AE-5.....	26
Table 3.6.	Configuration AE-5, DD Form 365-4 Information.....	26
Figure 3.7.	Configuration C-1.....	27
Table 3.7.	Configuration C-1, DD Form 365-4 Information.....	27
Figure 3.8.	Configuration C-2.....	28
Table 3.8.	Configuration C-2, DD Form 365-4 Information.....	28
Figure 3.9.	Configuration P-1.....	29
Table 3.9.	Configuration n P-1, DD Form 365-4 Information.....	29
Figure 3.10.	Configuration A*P-1.....	30
Table 3.10.	Configuration A*P-1, DD Form 365-4 Information.....	30
Figure 3.11.	Configuration P-2.....	31
Table 3.11.	Configuration P-2, DD Form 365-4 Information.....	31
Figure 3.12.	Configuration CP-1.....	32
Table 3.12.	Configuration CP-1, DD Form 365-4 Information.....	32
Figure 3.13.	Configuration CP-2.....	33
Table 3.13.	Configuration CP-2, DD Form 365-4 Information.....	33
Figure 3.14.	Configuration CP-3.....	34
Table 3.14.	Configuration CP-3, DD Form 365-4 Information.....	34
Figure 3.15.	Configuration CP-4.....	35
Table 3.15.	Configuration CP-4, DD Form 365-4 Information.....	35
Figure 3.16.	Configuration CP-5.....	36
Table 3.16.	Configuration CP-5, DD Form 365-4 Information.....	36
Figure 3.17.	Configuration A*CP-5.....	37
Table 3.17.	Configuration A*CP-5, DD Form 365-4 Information.....	37

Figure 3.18.	Configuration TAP-1.....	38
Table 3.18.	Configuration TAP-1, DD Form 365-4 Information.	38
Figure 3.19.	Configuration A*TAP-1.	39
Table 3.19.	Configuration A*TAP-1, DD Form 365-4 Information.	39
Figure 3.20.	Configuration TAP-2.....	41
Table 3.20.	Configuration TAP-2, DD Form 365-4 Information.	41
Figure 3.21.	Configuration A*TAP-2.	42
Table 3.21.	Configuration A*TAP-2, DD Form 365-4 Information.	42
Figure 3.22.	Configuration TAP-3.....	43
Table 3.22.	Configuration TAP-3, DD Form 365-4 Information.	43
Figure 3.23.	Configuration A*TAP-3.	44
Table 3.23.	Configuration A*TAP-3, DD Form 365-4 Information.	44
Figure 3.24.	Configuration TAC-1.	45
Table 3.24.	Configuration TAC-1, DD Form 365-4 Information.....	45
Figure 3.25.	Configuration TAC-2 (Non-CVR CDS).....	46
Table 3.25.	Configuration TAC-2 (Non-CVR CDS), DD Form 365-4 Information.	46
Figure 3.26.	Configuration TAC-3 (CVR CDS).....	47
Table 3.26.	Configuration TAC-3 (CVR CDS), DD Form 365-4 Information.	47
Table 3.27.	Configuration NASA-1, DD Form 365-4 Information.	48
Figure 3.27.	NASA Home Departure.....	49
Figure 3.28.	NASA Pre-Stage Base Departure.....	50
Figure 3.29.	NASA Search and Rescue Operations.....	50
Figure 3.30.	NASA Medical Evacuation of Astronauts.....	51
Figure 3.31.	Configuration MAFFS-1.....	51
Figure 3.32.	MAFFS-1 Tiedown Locations (tank not pictured for clarity).....	52
Table 3.28.	Configuration MAFFS-1, DD Form 365-4 Information.....	52
Table 3.29.	Configuration Reference.....	52
Chapter 4—REFERENCE DATA		55
4.1.	General.....	55
4.2.	Emergency Exits and Safety Aisles.....	55
4.3.	Miscellaneous Data.	56
Figure 4.1.	Safety Aisles (Pallet Positions 3 and 4 (wheel well) W/Passengers).	56

Figure 4.2. Safety Aisles (Pallet Positions 3 and 4 (wheel well), Crew Only or Mission Essential Personnel)..... 57

Table 4.1. Standard Weights. 57

Table 4.2. Aircraft Protective Armor (Non-Light Weight). 59

Table 4.3. Aircraft Protective Armor (Light Weight). 60

Table 4.4. Aircraft Defensive System Equipment. 60

Table 4.5. C-130H Dual Rail Lock and Seat Stanchion Location. 60

Chapter 5—DD FORM 365-4 INSTRUCTIONS C-130 SERIES AIRCRAFT 62

5.1. Introduction..... 62

5.2. Load Planning. 62

5.3. General Instructions..... 62

5.4. Electronic Form F..... 62

5.5. Instructions for Transport Aircraft DD Form 365-4. (T-1) NOTE:..... 62

Figure 5.1. Weight and Balance Clearance Form F – Transport. 66

5.6. Instructions for Determining Allowable Cargo Load (ACL) from T.O. 1C-130X-1, Weight Limitations Charts..... 66

Figure 5.2. Primary Fuel Management..... 67

Figure 5.3. Secondary Fuel Management..... 68

Table 5.1. C-130 H Limiting Wing Fuel Table. 69

Table 5.2. LC-130H Limiting Wing Fuel Table..... 71

Table 5.3. Paratrooper Loading Tables..... 72

Table 5.4. Passenger Loading Tables..... 74

Table 5.5. Minimum Passenger Drinking Water Quantity (Gallons) By Flight Time (Hours). 78

Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION 80

Chapter 1

GUIDANCE

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

1.2. General. This manual establishes basic cargo compartment configuration, standard equipment, and location of such equipment aboard the C-130H/(K)H/(L)H aircraft. Aircraft will not have tool boxes, nor large garbage cans permanently installed on the aircraft. Some C-130 aircraft have additional approved equipment installed that may affect configuring the aircraft as listed. For operational planning purposes, each configuration has an average time annotated and number of personnel to configure the airplane. The times quoted are approximate figures and are configuration times only. They do not include de-configuration times. (For example, to reconfigure from a P-1 configuration, 92 sidewall and center aisle seats to a C-1 configuration (clean floor) requires more than one-half hour for one person, which is the time allocated to effect a C-1 configuration. **(T-1)**)

1.3. Roles and Responsibilities. Operational plans must consider the most appropriate configuration that satisfies mission requirements and permits the minimum amount of variations and man-hours to change. USAF units performing services on the C-130 aircraft (i.e., maintenance, aerial port, and aircrew flight equipment) are responsible for configuring the aircraft IAW this instruction and as outlined in mission directives, to include the stowage/installation of the equipment IAW the configuration and equipment tables. Maintenance personnel will ensure all required and mission specific equipment is positioned on the aircraft to meet mission requirements according to **Table 2.1** and **Table 2.2**. Some equipment listed in **Table 2.2** is roll on/roll off equipment controlled by unit designated personnel (i.e., CDS/EPJS kits, etc.). Aircrew flight equipment (AFE) personnel will ensure all AFE is positioned on the aircraft to meet mission requirements according to **Table 2.3**. Before home station departure, maintenance personnel are responsible for configuring the aircraft (including modifications) to meet mission requirements IAW **Figure 3.1** through **Figure 3-30**. For the CP-2 through CP-5 configurations, the sidewall seats will be stowed to facilitate preflight of the dual rails and then lowered by aircrew with maintenance assistance. After departure from home station, the aircrew will accomplish all configurations with assistance from maintenance/aerial port personnel if available. During preflight, aircrew personnel will ensure required mission equipment has been provided and is properly installed. When the aircraft configuration is not completed prior to aircrew show time, the loadmaster will assist in the completion of the configuration, after accomplishing required pre-departure duties (i.e., preflight, loading, etc.). Loadmasters have overall responsibility for configuration management and proper installation of equipment on the aircraft. **(T-1)**

1.4. Standard Configuration Codes. Use the following codes when referring to C-130 cargo compartment configurations. The number that identifies the configuration capability will follow the letter code (i.e., TAC-2). Standard codes for items listed in **Table 2.2**, Mission Specific Equipment, are listed in **Attachment 2**. Use the codes when equipment is required for a specific mission type.

1.4.1. A* - Armor Equipped Aircraft

- 1.4.2. AE - Aeromedical Evacuation
- 1.4.3. C - Cargo
- 1.4.4. CP - Cargo and Passengers
- 1.4.5. P - Passengers
- 1.4.6. TAP - Tactical Airdrop Paratroop
- 1.4.7. TAC - Tactical Airdrop Cargo
- 1.4.8. NASA - National Aeronautics and Space Administration
- 1.4.9. MAFFS - Modular Airborne Fire Fighting System

1.5. Modifications. Configuration codes of this manual may require modifications for a specific mission. Each modification must be carefully evaluated prior to mission operation to ensure maximum flight safety and compatibility with aircraft equipment. Each mission directive will identify the basic configuration by code and the modification, if necessary, to satisfy the mission requirement. **(T-2)** For example, an aeromedical evacuation mission may require more litters than available in configuration AE-1. Consult the appropriate configuration charts to determine at which location the desired additional litters can be installed and which seats must be removed. Indicate in the mission directive, by position (left or right, and number), which seats are to be deleted and (by alphabetical position) the litter tier provisions to be installed; i.e., configuration AE-1(Mod), remove seats 12, 13, 14, and 15 left and right, install litter tier provisions C and D.

1.6. Weight and Balance. Configuration equipment and necessary supply changes affect aircraft weight and balance. To standardize equipment and the location of the equipment, items shown in **Table 2.1** will be included in the basic weight of the aircraft and remain on the aircraft except for maintenance and inspection. **(T-2)** Equipment listed in **Table 2.2** and **Table 2.3** will be added or subtracted as necessary and entered in references 5, 6, or 7 of DD Form 365-4, Weight and Balance Clearance Form F-Transport/Tactical. DD Form 365-4 will be completed IAW instructions in **Chapter 5**. **(T-2)** When the fuel load is unknown, load plan for a 20-22 percent of Mean Aerodynamic Chord (MAC) zero fuel. Equipment removed listed in **Table 2.4** will be annotated in the aircraft Chart C, Basic Weight and Balance Record. **(T-2) NOTE:** The addition of aircraft defensive systems, armor, and other modifications produces an extreme forward center of gravity (CG) which must be countered by adjusting the load center of balance within the range of fuselage station (F.S.) 550 to F.S. 575.

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

1.8. Aircraft Configuration Waivers and Supplements. Follow waiver protocol in AFMAN 11-2C-130H, Volume 3. major commands (MAJCOMs) forward approved requests to Headquarters Air Mobility Command Stan/Eval Division (HQ AMC/A3V).

Chapter 2

CONSOLIDATED EQUIPMENT TABLES

2.1. General. Configure all models of C-130 aircraft with the equipment listed in **Table 2.1**, Required Equipment. Items listed in **Table 2.2**, Mission Specific Equipment, are added, as necessary, to attain a specific configuration/comply with mission directives. Configure with standard quantities of aircrew flight equipment (AFE) IAW **Table 2.3**, Aircraft Installed Aircrew Flight Equipment Configuration. Items listed in **Table 2.4** will be removed for Modular Airborne Fire Fighting System (MAFFS) missions unless jointly approved by the maintenance group commander (MXG/CC) and operations group commander (OG/CC) of the respective MAFFS Wing. The equipment removal list applies to both training and operational MAFFS missions. **(T-1)**

2.1.1. During aircraft contingency/deployment generations, it is imperative aircraft deploy with the full complement of AFE. This equipment must be at forward operating locations to allow maximum mission flexibility when aircraft are away from home station. In the event installed AFE inspection dates expire while the aircraft is on alert status or away from operating location, place these items in the AFTO Form 781A on a red dash until the aircraft goes off alert or returns to operating location. When aircraft is released from alert or returns to operating location, upgrade to a red X IAW TO 00-20-1. **(T-1)**

2.2. Aircrew Flight Equipment Aircraft Transfer Requirements. When transferring aircraft, position AFE IAW permanent transfer configuration. Losing unit will contact the gaining organization's AFE section and initiate transfer of required aircraft-installed AFE and inspection records. The gaining organization will conduct an acceptance inspection and forward a copy of discrepancies, to include any equipment shortages, to their respective MAJCOM IAW TO 00-20-1. Without documented coordination and approval, do not transfer aircraft with less than the required equipment. The losing organization must make up any shortages from on-hand assets to ensure transferring aircraft has required equipment. For aircraft being transferred to storage at the Aerospace Maintenance And Regeneration Group (AMARG), the losing organization should contact 309 AMARG/OBW office at Davis Monthan Air Force Base to determine the minimum configuration requirements and pre-coordinate any equipment return procedures. **(T-1)**

2.3. Aircrew Flight Equipment Overhead Racks. Handle AFE with care to avoid damage to equipment. AFE will always be placed in the overhead racks, unless stowed elsewhere for airplane CG limitations for all airplanes. The primary purpose of all overhead racks is for stowing AFE. Other items of equipment placed in the overhead racks must not interfere with AFE and must be easily secured. Oil, hydraulic fluid or other liquids will not be placed on the rack when AFE is installed. **(T-1)**

2.4. Aircraft Returning From Off station. To minimize AFE reconfiguration time upon return from off station operations, crewmembers must return parachutes, kits, and AFE to their primary position after each mission. 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. **EXCEPTION:** 109

OG/CC with concurrence of theater commander may tailor the equipment onboard LC-130 aircraft for polar missions.

Table 2.1. Required Equipment (T-1).

Item	Equipment	Quantity	Location
1	AC generator pad	1	Stowed as required (A/R).
2	ADS pendulum arm cover	1	Stowed on pivot arm.
3	Air conditioning plugs	2	Secured A/R when not installed.
4	AIRCARD	1	Stowed in single point refueling door or aircraft forms binder.
5	Aircrew Flight Equipment stowage rack	1 to 4	Installed forward left and/or right side in the cargo compartment.
6	Anchor cable support braces (Not installed on LC-130 airplanes)	4	Stowed immediately aft of right paratroop door (early H). Aft of left paratroop door (H models AC 83-0486 and up).
7	Anchor cables with reels	4	Two cables installed in cargo compartment and two cables with four reels are stowed on the rack at FS 891 left/right side.
8	APU air intake plug	1	Secured A/R when not installed.
9	Auxiliary ground loading ramps	2	Stowed in bin in the cargo door. Secured A/R during mission.
10	Axe, hand emergency	2	As prescribed by applicable flight manual.
11	Belt sets, seat safety	88/92	88 w/ loadmaster crashworthy seat installed. Installed/stowed with each seat aboard the aircraft. Two sets per two-man seat, one set per one-man seat.
12	Black out curtains	14	One in each pocket in soundproofing near the windows.

13	Chain, tiedown 10,000 LB	34	Stowed in bins aft of left and right paratroop doors. For local training missions, ensure sufficient tiedowns are available for the mission and for emergency gear tiedown. For all other missions, 20 tiedown chains will be positioned on the aircraft. The remaining 14 may be a combination of 10,000 lb chains and 10,000 lb straps.
14	Chain, tiedown 25,000 LB	6	Stowed in container at FS 840 right side. Four for LC-130.
15	Device, tiedown 10,000 LB	34	Stowed in bracket FS 245,790 left side, and FS 925 right side. For local training missions, ensure sufficient tiedowns are available for the mission and for emergency gear tiedown. For all other missions, 34 tiedown devices will be positioned on the aircraft.
16	Device, tiedown, 25,000 LB	4	Stowed in rack at FS 800 right side.
17	Dual rail kit A/A32H-4/A	1	Installed
18	Ear plugs, box	1	Stowed A/R.
19	Emergency Hydraulic Hose Kit (LC-130 airplanes only)	1	Stowed overhead at FS 700.
20	Engine intake & exhaust plugs, each	4	Stowed A/R.
21	Extinguisher, fire	4	As prescribed by applicable flight manual.
22	Fluid, Hydraulic, quarts	21	Stowed in cargo net box on left side of cargo ramp.
23	Fuel tank drain tube	1	Stowed in overhead bracket or A/R.
24	Ground wires	2	Stowed/secured, as required.
25	Guard assembly, ramp/aft cargo door actuator	2 or 1	Stowed in aft cargo door.

26	Hand crank, landing gear	2	Compartment G left and right side.
27	Interphone cord, two 75 foot and one 50-foot cord	3 or 4	One installed at each compartment interphone receptacle. Airplanes modified IAW T.O. 1C-130E-560 are equipped with three intercom connections. (K)H aircraft have four cargo compartment receptacles.
28	Jack and tow fittings	2	Stowed A/R.
29	Jack pads, Set	1	Stowed on bulkhead at FS 245 right side.
30	Jump Platforms, Paratroop, Set (<i>Not installed on LC-130 airplanes</i>)	1	Stowed on round structural bars left and right side at FS 747.
31	Kit, First aid aeronautical	6	Two in the cockpit and four on cargo compartment sidewalls.
32	Ladder, emergency escape	1	Stowed on left side forward of wheel well. LC-130 aircraft, as required.
33	Ladder, maintenance	1	Stowed on left side forward of wheel well or as required.
34	Lamp, ALDIS w/lens kit	1	Stowed in box on navigator's table.
35	Latrine curtains	1 to 3	Configured for use or stowed in cargo door left side stowage bins.
36	Light, emergency exit	7 or 8	Adjacent to each emergency exit as prescribed by applicable flight manual. (C-130H models A/C 83-0486 and up have eight emergency exit lights).

37	Litter straps (inboard)	20	Eight will always be installed to overhead supports at FS 627-737. Attached to overhead supports and stowed in overhead bins.
38	Litter straps (outboard)	12	Attached to overhead supports and stowed in bags along the side wall.
39	Litter support brackets	296	Five installed on each side of center seat and litter stanchion and litter strap. Four installed on each outboard litter track and support strap.
40	Litter track (paratroop door)	2	Stowed left/right side FS 870 or A/R.
41	Loadmaster Crashworthy Seat (LMCS)	2	Installed FWD of LH/RH paratroop doors. Acft modified by TCTO 1C-130-2010.
42	Lock assembly, main landing gear	2	Misc. stowage box, R/H side aft of troop door.
43	Locking kit, ground security	1	Stowed as required.
44	Main landing gear emergency tiedown fixture (Some airplanes)	2	Stowed on right sidewall FS 803.
45	Microphone, handheld	3	One left side pilot seat, one right side copilot seat. One left bulkhead, FS 245.
46	Oil, Engine, quart	21	Stowed in cargo net box on right side of cargo ramp. (Left side on C-130H airplanes 78-0806 and up).
47	Oven	1	Galley
48	Oxygen bottle, walk around (Type MA-1)	4	Two stowed in cockpit, one stowed on the forward bulkhead and one stowed aft of right wheel well.
49	Pitot covers	2	Stowage box FS 245 bulkhead or A/R.
50	Pry Bar (only required on LC-130)	2	Stowed at FS 260.

51	Rack, parachute	1	Stowed in forward cargo compartment left and/or right side.
52	Ramp support	1	Stowed as required.
53	Rings, tiedown 25,000 lb.	2	Stowed in box aft of right paratroop door or A/R.
54	Rope, emergency escape	3	One installed aft of each overhead exit IAW applicable flight manual.
55	Seat back support beams, center aisle (lower)	8	Stowed forward of each troop door in racks at FS 655.
56	Seat back support beams, center aisle (upper)	8	Stowed in forward cargo compartment.
57	Seat back/beam support (extensions)	2	Stowed aft of the left wheel well bulkhead.
58	Seat support brackets, wheel well	16	Stowed on racks left/right aft of wheel well.
59	Seat support, wheel well (upper)	2	Installed left and right wheel well area.
60	Stanchions (litter/seat)	8	Stowed in forward cargo compartment at FS 260.
61	Starter pad	1	Stowed A/R.
62	Straps, tiedown 5,000 LB	40	Stowed in the racks at FS 370-420 left, remainder in cargo door. Straps removed for local training missions will not fall below levels required for restraint of loose equipment.
63	Sun visors	2	Stowed above pilot/copilot side windows or A/R.
64	Technical publications, Set (G-file)	1	Stowed in cabinet at crew entrance door.
65	Towed Parachutist Retrieval System (TPRS) Kit	1 Set	Stowed A/R. (Not installed on LC-130 airplanes) 1 set covers both doors.
66	Troop seats, one-man	4	Two seats installed forward of wheel well left and right side. Two stowed under installed seats.

67	Troop seats, two-man	42/44	42 w/ loadmaster crashworthy seat installed. Seats installed/stowed A/R.
68	Wheel chocks	4	Secured as required when not in use. (Sand bags for LC-130 aircraft).
69	Winch, static line retriever	2	Installed on aft bulkhead at FS 245.
70	Wrench, main landing gear, emergency extension	1	FS 470, left side.
71	Y-Cable assembly, static line	2	Stowed in cargo door.

Table 2.2. Mission Specific Equipment (T-1).

Equipment	Quantity	Location/Remarks
Aircraft Protective Armor Kit	1	Required on combat/contingency missions. Stowed IAW Table 4.2 / Table 4.3 .
Auxiliary Truck Loading Ramps	2	Required to be carried when specifically tasked on missions transiting non-aerial port locations.
Buffer Stop Assembly (BSA) or Expendable Buffer Stop Assembly (EBSA) kit.	1	As required on CDS airdrop missions IAW T.O. 1C-130A-9. The following are the only approved BSAs for use on C-130 aircraft: Type V NSN 1670-01-623-3591, Expendable Buffer Stop Assembly.
Center Vertical Restraint (CVR), Kit.	1	As required on CDS airdrop missions IAW T.O. 1C-130A-9.
CDS Kit	1	Required on CDS missions.
Extraction Parachute Jettison System (EPJS) Kit	1	As required on heavy equipment airdrop missions IAW T.O. 1C-130A-9.
High Altitude Low Opening (HALO) Kit	1	As required on high altitude airdrop missions IAW AFMAN 11-2C-130H, Volume 3.
Joint Precision Aerial Delivery System (JPADS) Kit	1	Required on JPADS airdrop missions.
Snatch block, portable winching, 13,000 LB capacity	2 or 1	Only 1 required for HCU-9/A winch. Required on combat/contingency missions. Only carried on operational/training missions when tasked. Box right side FS 245. (LC-130 stowed in cargo door).

Winch, cargo handling	1	Required on combat/contingency missions. Only carried on operational/training missions when tasked.
Winch, power cable	1	Required on combat/contingency missions. Only carried on operational/training missions when tasked.

Table 2.3. Aircraft Installed Aircrew Flight Equipment Configurations (T-1).

Minimum Equipment Required	Local Training & CONUS	OCONUS & Contingency	FCF & PDM Input	Notes
Mask, 358-Series w/goggles	6	6	6	
Protective Breathing Equipment (PBE)	6	6	6	1
Emergency Passenger Oxygen System (EPOS)	80	80	0	2, 13
Protective Clothing Kit (PCK)	1	1	0	13
PCU-17/P Restraint Harness	3	3	2	3
Parachute, BA-22/30	0	7	See Notes	4, 5
Survival Kit, ML-4	See Notes	7	0	6, 13
Life Raft Assembly, 20-Person	4	4	0/1	7
Adult Child Life Preserver	0	80	0	8
LPU-6/P Life Preserver (Infant Cot)	0	2	0	8, 9
LPU-10/P Life Preserver	See Notes	7	0	6, 13
Air Save Survival Vest	0	7	0	10, 13
Aircrew Survival Backpack	0	2	1	10, 13
Aircrew Body Armor (Level IIIA)	0	7	0	11
Anti-Exposure Suit	0	As Req'd	0	12
Passenger Demonstration Kit	1	1	0	13
Arctic Kit (LC-130 only)	1	1	0	
Winter Kit (LC-130 only)	1	1	0	
Gamow Bag (LC-130 only)	1	1	0	
Cold Weather Rations (LC-130 only)	18	18	0	

NOTES:

1. Four PBEs will be placed on the flight deck, and two in the cargo compartment. **(T-2)**

2. Each aircraft will have one EPOS per passenger. EPOS will be readily accessible, but do not need to be stationed at each seat. **(T-1)**
3. One attached to the inboard seat belt mount of flight deck lower bunk, and two stored on parachute rack(s). **(T-3)**
4. Operations group commanders will have the latitude to increase parachute quantities to support local and CONUS missions. One parachute per crew member required for all functional check flights. **(T-3)**
5. A seventh parachute will be prepositioned on the aircraft for contingency OCONUS missions to meet UTC requirements and provide bailout capability for overhead crew. The remaining required parachutes for the lead UTC will be placed in the AFE mobility increment. **(T-3)**
6. LPU-10/Ps will be required on any flight taking off or landing over water, exceeding power-off glide distance from land. Additionally, for each parachute loaded on the aircraft, an ML-4 survival kit and LPU-10/P must accompany it. **(T-2)**
7. One 20-person life raft assembly will be required for all PDM flights over water that exceed power-off glide distance from land. **(T-1)**
8. Operations planners will request adult child and infant cot life preservers if "Guard Dedicated" or "Mission Ready Airlift" taskings have the potential for overwater flights with passengers. Units also have the latitude to keep flotation equipment onboard for all local and CONUS missions. **(T-3)**
9. One LPU-6/P will be required for all infants 18-months and younger. **(T-1)**
10. The Air Save survival vest will be used until the aircrew survival backpack is operational. Either the aircrew survival backpack or the Air Save survival vest is required, not both. Units will determine backpack placement based on mission needs. **(T-2)**
11. Aircrew body armor only required for contingency OCONUS operations. **(T-2)**
12. Operations planners, schedulers, or crew will request anti-exposure suits for each aircrew member if mission dictates a flight path above 78 degrees north or below 60 degrees south. **(T-2)**
13. AETC Only: Items are only required to be installed on off-station missions. **(T-3)**

NOTE: This table serves as guidance for the minimum amount of survival equipment required aboard the C-130H aircraft. Units have the latitude to carry more equipment than listed based on local preferences, or inadequate storage space.

Table 2.4. Required Equipment Removal for MAFFS Missions (T-1).

Item	Equipment	Quantity	Location/Remarks	Weight
1	RCVR-XMITR, HF RT1341V3/ARC190V	2 of 2	FS 190	100
2	Device, tiedown 10,000 LB	7 of 12	FS 248	25
3	Snatch Block (PN 7320110-3)	2 of 2	FS 248	16
4	Pry Bar	1	FS 263	49

5	Winch, cargo, Bulldog 41BG	1	FS 263	175
6	Stanchion (litter/seat)	8 of 8	FS 262	240
7	Toolbox Rack	1	FS 280	20
8	Toolbox	1	FS 280	170
9	Rack, Survival Kit	1	FS 268	40
10	Survival Vest	12 of 12	FS 268	156
11	LPU, Adult/Child (AC) life preserver	80 of 80	FS 245-700	120
12	Troop seat, two-man	2 of 2	FS 300	13
13	Safety Belt	4 of 4	FS 300	4
14	Emergency passenger oxygen system (EPOS)	80 of 80	FS 245-700	160
15	Safety Belts, Stowed	66 of 66	FS 288	66
16	Coder-Decoder KY-889/APN-169C(V)	1	FS 347	30
17	Processor KY58 UHF Radio	2 of 2	FS 372	5
18	ANDVT HF Secure Voice Processor	1	FS 388	48
19	Processor KY58 Vhf Radio System	2 of 2	FS 378	5
20	Stanchion Ladder (Stowed)	1	FS 396	70
21	Tiedown, strap, CGU-1/B	12 of 12	FS 397	48
22	Troop seat, two-man	2 of 2	FS 344	13
23	Safety Belt	4 of 4	FS344	4
24	Parachute (back)	6 of 6	FS 300	192
25	Seat Support - Center Upright	8 of 8	FS 377-390	71
26	Troop seat, two-man	2 of 2	FS 390	13
27	Safety Belt	4 of 4	FS 390	4
28	Troop seat, two-man, Stowed	15 of 15	FS 344	98
29	Troop seat, two-man, Stowed	10 of 10	FS 690	65
30	Troop seat, two-man	2 of 2	FS 420	13
31	Safety Belt	4 of 4	FS 420	4
32	Troop seat, two-man, Stowed	6 of 6	FS 420	39
33	Troop seat, one-man	2 of 2	FS 463	8
34	Safety Belt	2 of 2	FS 463	2
35	Seat Support-Wheel Well	16 of 16	FS 647	20
36	Troop seat, two-man	2 of 2	FS 630	13
37	Safety Belt	4 of 4	FS 630	4
38	Seat Support, Center	8 of 8	FS 657	153
39	Troop seat, two-man	2 of 2	FS 670	13
40	Safety Belt	4 of 4	FS 670	4
41	Seat-Observer	1 of 2	FS 706	6

42	Anchor cable support braces	4 of 4	FS 757	17
43	Device, tiedown 25,000 LB	6 of 6	FS 781	38
44	Rings, tiedown 25,000 LB	6 of 6	FS 781	15
45	Device, tiedown 10,000 LB	22 of 22	FS 781	77
46	Chain, tiedown 25,000 LB	6 of 6	FS 781	120
47	Auxiliary Truck Loading Ramps	2 of 2	FS 786	100
48	Winch, Power Cable	1	FS 785	48
49	Jump Platforms, Paratroop, Set	2 of 2	FS 754	49
50	Liquid Container, 2 Gal	10 of 10	FS 816	90
51	Litter Track, Troop Door (Stowed)	2 of 2	FS 861	30
52	Auxiliary ground loading ramps	2 of 2	FS 891	124
53	Anchor cables with reels	4 of 4	FS 891	78
54	Tiedown, strap, CGU-1/B	30 of 30	FS 932	120
55	Device, tiedown 10,000 LB	12 of 12	FS 359	42
56	Small Laser Transmitter Assembly (LH)(AAQ- 24)	1	FS 869	70
57	Small Laser Transmitter Assembly (RH)(AAQ- 24)	1	FS 869	70
58	Signal Processor 001-007722 (AAQ-24)	1	FS 873	37
59	Optical Sensors-Aft (AAR-47)	2 of 2	FS 1200	7
60	Tail Dispensers (ALE 40-47)	2 of 2	FS 1080	41
61	Tail Sequence Switch (ALE 40-47)	1	FS 1080	5
62	LPU-6P, Infant Cots	1 Bag	FS 300	17
63	Life raft F-2b, Survival. Kit, Case	4 of 4	FS 617	583
64	Loadmaster Crashworthy Seat (Acft modified by TO 1C-130-	LH Seat	FS 690	109
	Subtotal Weight Removed in Pounds			4186

Exception: If aircraft performance is not limited (low density altitude, flat terrain drops, etc.) or if circumstances do not allow removal of all required equipment, the owning OG/CC and MXG/CC will coordinate any equipment to remain on the aircraft. Deviations from this table will be documented and jointly approved by the OG/CC and MXG/CC. **(T-1)**

NOTE: Weights provided above are rounded estimates for planning purposes and actual weights must be verified. After MAFFS required equipment removal list has been completed, actual weights of the aircraft can be found in the updated aircraft Chart C, Basic Weight and Balance Record.

Items to be Installed

	MLG Tiedown Devices	ADD 2, Total 4	FS 913	76
	Total Weight Removed in Pounds			4110

Chapter 3

FLOOR PLANS AND REQUIRED EQUIPMENT WEIGHT AND BALANCE DATA

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

3.2. Configuration. Although modifications to the basic configurations are authorized to meet special requirements, the following factors shall be considered: **(T-2)**

3.2.1. Single sidewall seats shall not be used unless connected to a double sidewall seat (except for specific configurations). **(T-1)** Seat configuration seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc. To allow unrestricted access to the flight deck and/or crew entrance door, seats 1-left and 2-left will be stowed when they are not needed to accomplish a specific mission. **(T-2)**

3.2.2. Passengers/ambulatory patients may not be seated closer than 30 inches in front of palletized, netted cargo. This does not apply to palletized, netted cargo supplemented with chains or chain bridle assemblies. When palletized or non-palletized cargo is secured with aircraft tie down chains, the 30-inch spacing is not required. **EXCEPTION:** When carrying litters, 30-inch spacing will always be maintained regardless of cargo type or restraint used. **(T-1)**

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

3.2.4. The height of cargo in pallet position one may be restricted if overhead equipment racks are installed which protrude into the cargo area. This restriction will be 76 inches and will begin at the inboard side of the dual rails and extend inboard for 12 inches. This restriction could be on either or both sides of the aircraft. **(T-2)**

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

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

3.2.7. To allow access to aft latrine facilities, a 20-inch clear area is required on the forward left or right side of a pallet in position six (C-130H, 83-0486 and up have the latrine facilities on the right side). A safety aisle is required in pallet positions three, four, five and six. **(Paragraph 4.2.3 and Figure 4.1) (T-1)**

3.2.8. Parachutes will be carried as required IAW **Table 2.3** When passengers/troops are carried with parachutes onboard, up to two (2-man) seats may not be available in the cargo compartment. **(T-2)**

3.2.9. Portable cargo winches will be carried as required. Ensure cargo winch is carried when tasked by mission requirements. **(T-3)**

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

3.2.11. For aeromedical evacuation (AE) configurations, the final litter equipment configuration and aeromedical evacuation crewmember (AECM) seating will be determined by the medical crew director (MCD) and charge medical technician (CMT). AECM seat locations may vary in the cargo compartment based on patient/cabin observation requirements. Overhead equipment racks, missile defense system modifications, and secure voice communications system will decrease litter capacity in the litter tiers adjacent to their installation. Six seats are required for AECMs/loadmaster. For all AE configurations, the seats are numbered for identification from the front to the rear and will be referred to as seat 1-left, or seat 1-right, etc. Litter tiers are identified alphabetically and litter spaces identified numerically from the lowest (1) to the highest (5). On litter tier configuration illustrations, the number in parentheses indicates the total litters per tier. For AE configurations, roller conveyers will be removed from the area where litters and seats are rigged. **(T-2)** They will be stowed on top of restraint rail assemblies, (and/or under center aisle seats for some configurations) and forward of the troop doors, except for those required for the baggage pallet. **EXCEPTION:** If no other option is available but to stow conveyors in the troop door area, stack them no more than two high. Available seating may be limited by AE equipment, which may be secured in unused seats if floor space is limited. Portable therapeutic liquid oxygen (PTLOX) must be stowed so as not to come into contact with fuels or hydraulic fluids.

3.3. Legend of Configurations:

3.3.1. Some aircraft may be nose heavy due to armor installation and other modifications. Actual amount of passengers/litter patients/paratroopers/cargo allowed onboard may vary as determined by aircraft center of gravity limitations. **EXAMPLE:** Sidewall litter spaces may not be available due to installation of aircraft equipment.

3.3.2. Consideration should be given to cargo size to allow adequate legroom for passengers. When loading rolling stock next to passengers use spacing IAW **Table 3.1 (T-2)**

Table 3.1. Rolling Stock Passenger Leg Room (T-2).

Rolling Stock Width F.S. 245 to 477 and F.S. 617 to 737 (outside wheel well)	
Less than 76"	Passengers can sit on both side of rolling stock.
77" to 96"	With cargo offset to one side passengers can sit on opposite side.
Greater than 97"	No passengers seated beside cargo.
Rolling Stock Width F.S. 477 to 617 (within wheel well)	
Less than 52"	Passengers can sit on both side of rolling stock.
53" to 72"	With cargo offset to one side passengers can sit on opposite side.
Greater than 73"	No passengers seated beside cargo.

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

3.3.4. Seat totals listed in the various configurations represent passenger seating when the loadmaster crashworthy seat is installed. **Table 3.29** is a configuration reference tool that shows seat and litter capacity for all configurations with the loadmaster crashworthy seat installed or removed. Loadmasters must continue to provide accurate seat counts to passenger service personnel.

3.4. Troop Life Preserver. When paratroopers are configured to jump near or over large bodies of water; the service being airdropped will furnish required life preservers. Life preservers indicated in the applicable configurations will only be provided for emergency ditching operations when paratroopers are not configured with their own. (T-2)

3.5. Crew/Passenger/Troop Drinking Water. Each basic configuration provides for an adequate amount of drinking water IAW **Table 5.5** Two-gallons of water will always be provided. **Table 5.5** 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. (T-2)

3.6. Loadmaster Crashworthy Seat During MAFFS Season. The left loadmaster crashworthy seat and stanchion bracket will be removed for the entire MAFFS season (typically May through November) for all designated primary and spare MAFFS aircraft. Loadmasters in MAFFS configured aircraft will sit in the appropriate MAFFS unit control panel seats for takeoffs and landings. (T-2)

Figure 3.1. Configuration Floor Plans.

Configuration floor plans are depicted on **Figure 3.2** through **Figure 3.31**.

Figure 3.2. Configuration AE-1.

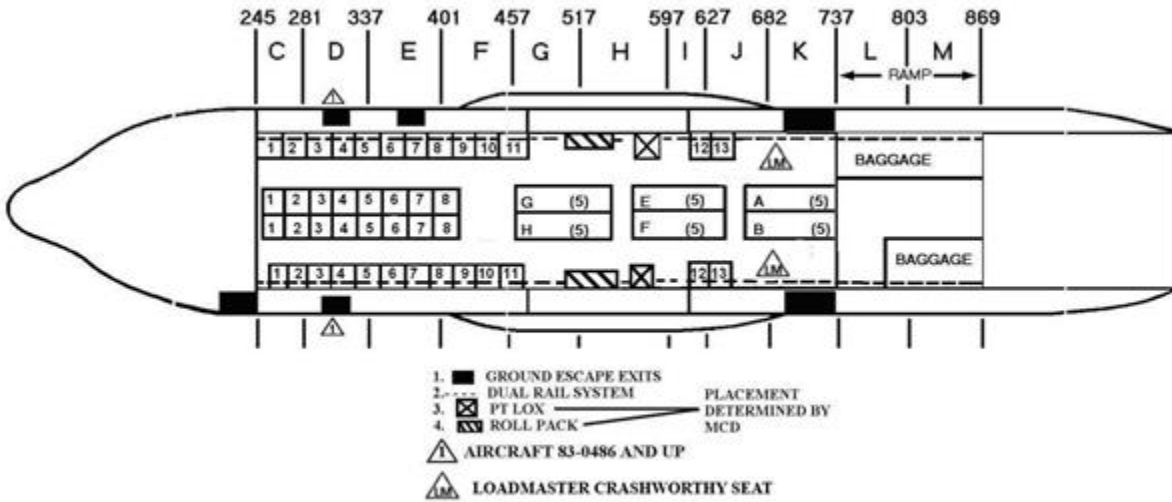


Table 3.2. Configuration AE-1, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
NOTES:				
1. Provides 30 litter spaces, 35 patient/passengers seats, and seven crew seats. The number of aeromedical evacuation crewmembers governs the number of seats available. Seats 1 and 2-left will be stowed when they are not specifically requested for the mission.				
2. Cargo floor rollers conveyors are stowed under installed seats (no more than two high under wheel well seats). Stow ramp rollers in the same location or on the ramp, opposite of the latrine facility. Ensure rollers stowed on ramp do not present a tripping hazard during patient on/offloading.				
3. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir. (T-1)				
4. Time to configure is two persons, one and one-half hours.				

Figure 3.3. Configuration AE-2.

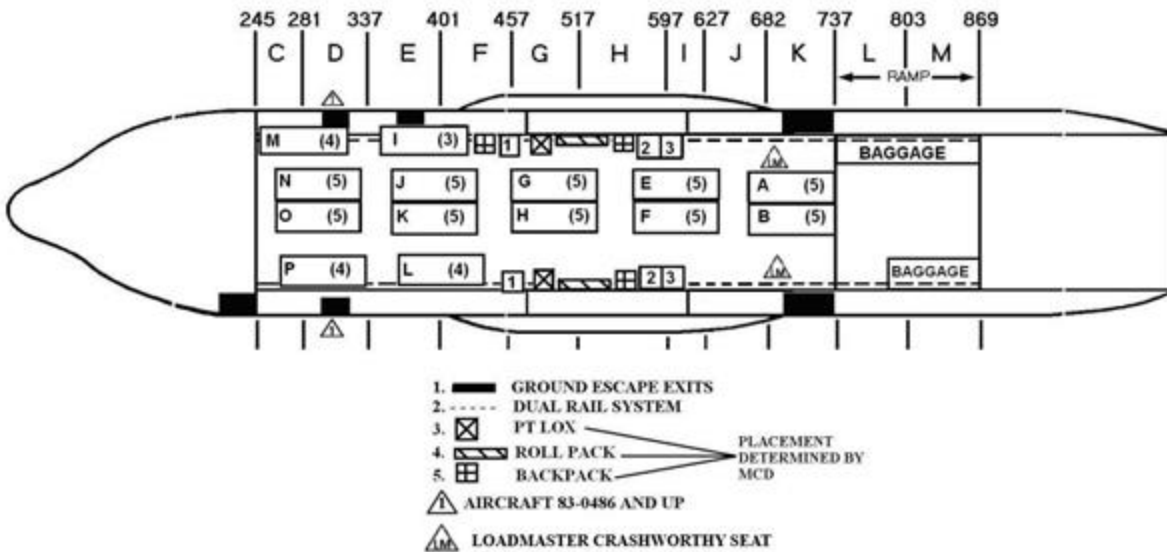


Table 3.3. Configuration AE-2, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
NOTES:				
1. Provides 65 litter spaces and six crew seats. The number of aeromedical evacuation crewmembers governs the number of litters available.				
2. Cargo floor rollers conveyors are stowed under installed seats (no more than two high under wheel well seats). Stow ramp rollers in the same location or on the ramp, opposite of the latrine facility. Ensure rollers stowed on ramp do not present a tripping hazard during patient on/offloading.				
3. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir. (T-1)				
4. Time to configure is two persons, two hours.				

Figure 3.4. Configuration AE-3.

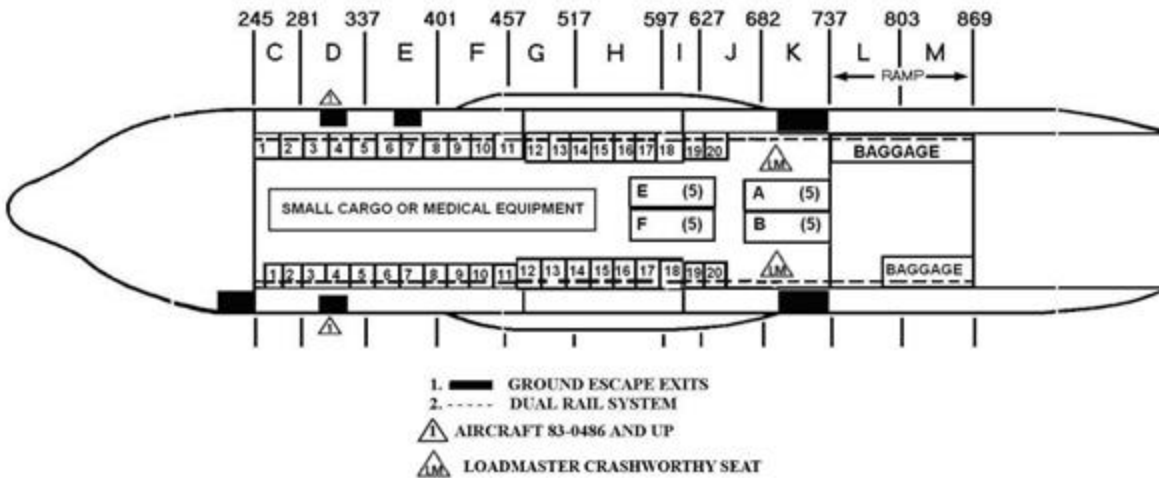


Table 3.4. Configuration AE-3, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
NOTES:				
1. Provides 20 litter spaces, 34 patient/passenger seats, and six crew seats. The number of aeromedical evacuation crewmembers governs the number of seats available.				
2. Cargo floor roller conveyors are stowed on top of outboard rails (no more than two high). Ramp rollers are stowed on the ramp, opposite of the latrine facility. Ensure rollers stowed on ramp do not present a tripping hazard during patient on/offloading.				
3. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir. (T-1)				
4. Time to configure is two persons, one and one-half hours.				

Figure 3.5. Configuration AE-4.

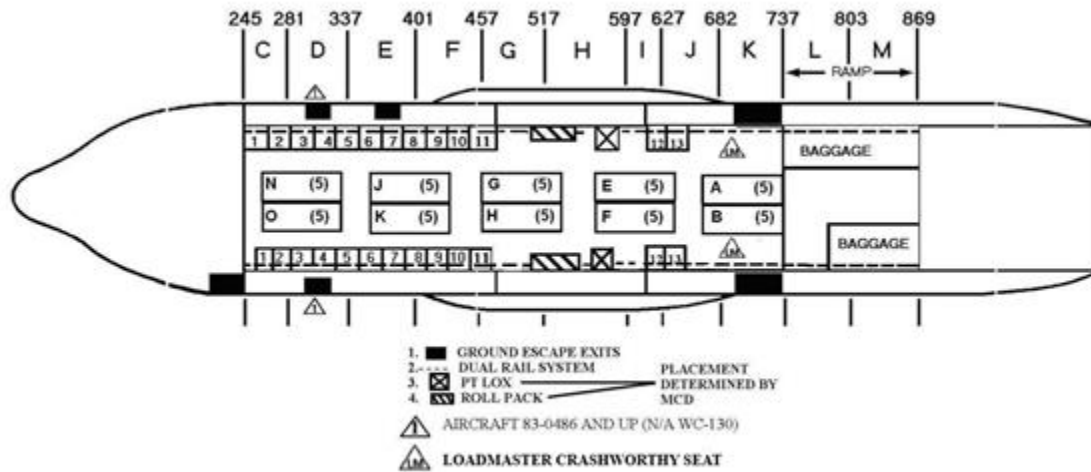


Table 3.5. Configuration AE-4, DD Form 365-4 Information.

Reference 5, Steward’s Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
NOTES:				
1. Combat/contingency configuration provides 50 litter spaces, 20 patient/passenger, and six crew seats. The number of aeromedical evacuation crewmembers governs the number of seats available.				
2. Cargo floor roller conveyors are stowed on top of outboard rails (no more than two high). Ramp rollers are stowed on the ramp, opposite of the latrine facility. Ensure rollers stowed on ramp do not present a tripping hazard during patient on/offloading.				
3. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir. (T-1)				
4. Time to configure is two persons, two hours.				

Figure 3.6. Configuration AE-5.

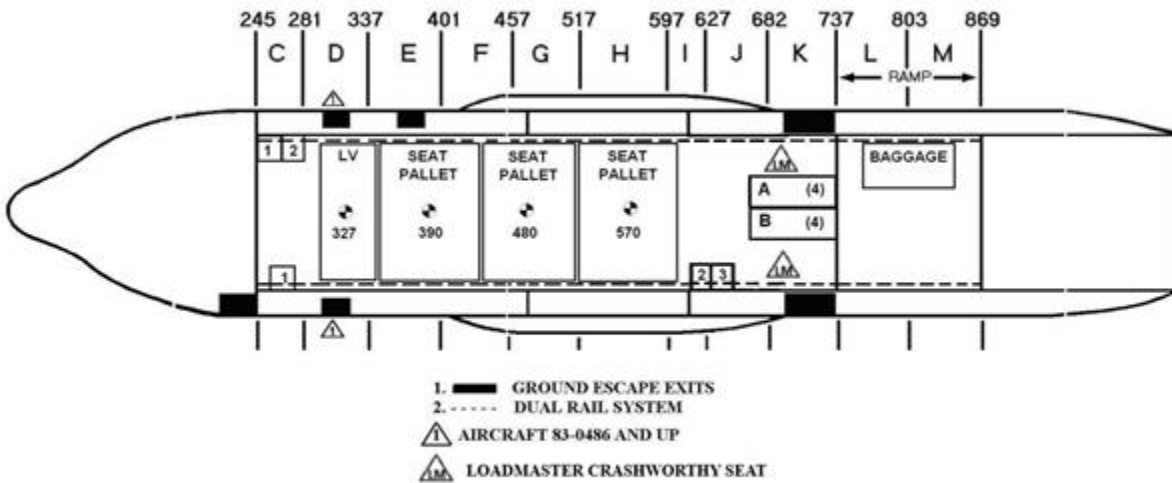


Table 3.6. Configuration AE-5, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
NOTES:				
1. Variation to the AE-4 combat/contingency configuration provides 8 litter spaces, 24 palletized seats, and five sidewall seats. The number of aeromedical evacuation crewmembers governs the number of seats available.				
2. Cargo floor roller conveyors not used and ramp roller conveyors are stowed on top of outboard rails forward of FS 617 (not more than two high).				
3. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir. (T-1)				
4. Time to configure is one person, one hour.				

Figure 3.7. Configuration C-1.

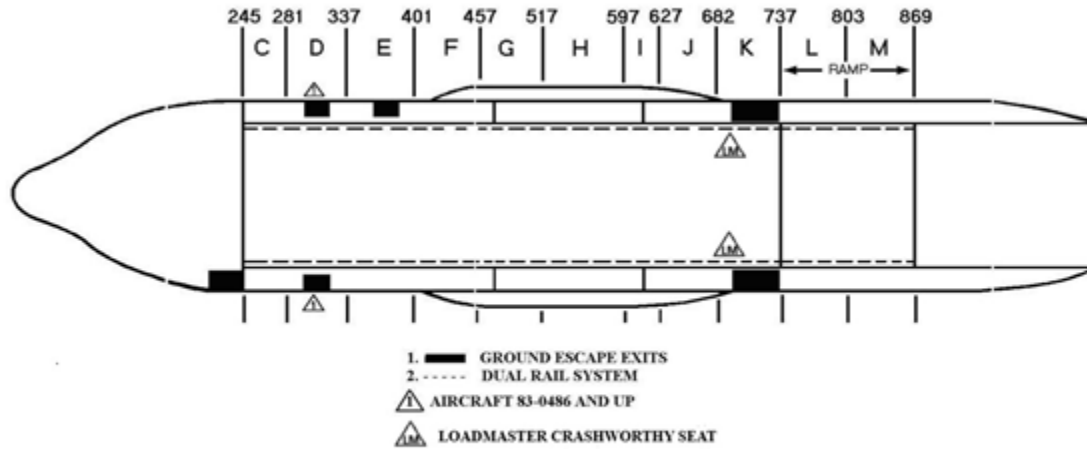


Table 3.7. Configuration C-1, DD Form 365-4 Information.

Reference 5, Steward’s Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
NOTES:				
1. Provides a clear cargo floor (except for restraint rails) for loading of general cargo and/or vehicles. A total of 26 sidewall seats may be utilized providing passenger space (legroom) and additional tiedown restraint requirements are met.				
2. Cargo floor roller conveyors stowed on top of outboard rails.				
3. Seating is as required depending on amount and type of cargo being airlifted.				
4. Time to configure is one person, one-half hour.				

Figure 3.8. Configuration C-2.

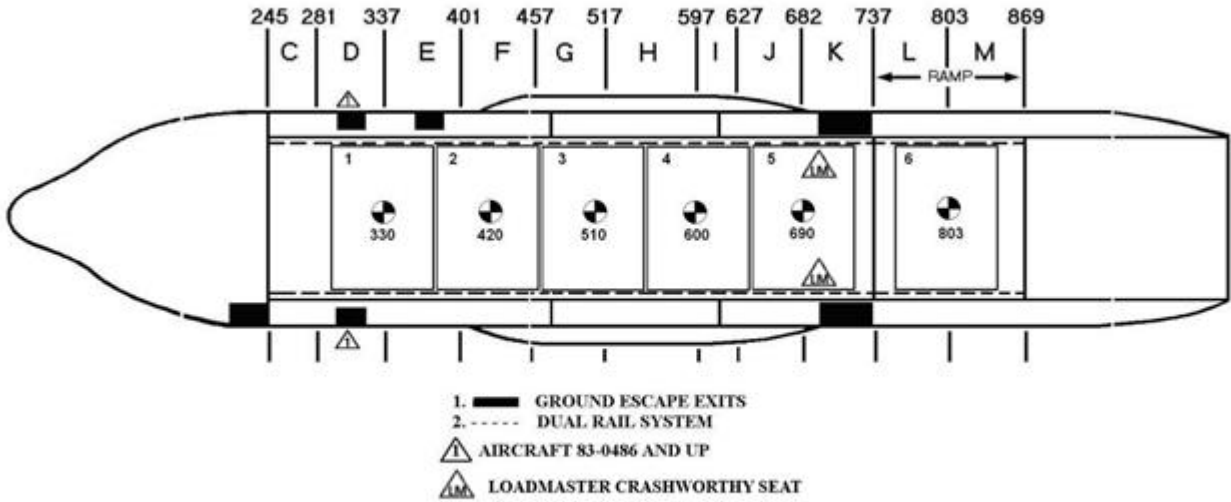


Table 3.8. Configuration C-2, DD Form 365-4 Information.

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

Figure 3.9. Configuration P-1.

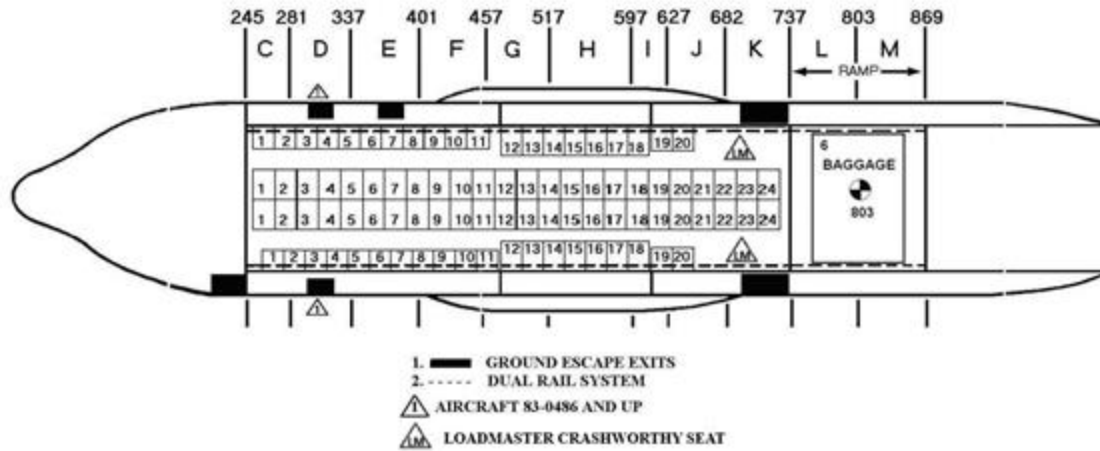


Table 3.9. Configuration n P-1, DD Form 365-4 Information.

Reference 5, Steward’s Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
NOTES:				
1. Provides 88 sidewall and center aisle seats (seat belts on 20-inch centers) with a baggage pallet in pallet position six. Overwater flights are limited to a maximum of 80 total personnel including crew. For overwater flights eliminate outboard wheel well seats as required.				
2. Cargo floor roller conveyors are removed and stowed under installed seats.				
3. Time to configure is two persons, two hours.				

Figure 3.10. Configuration A*P-1.

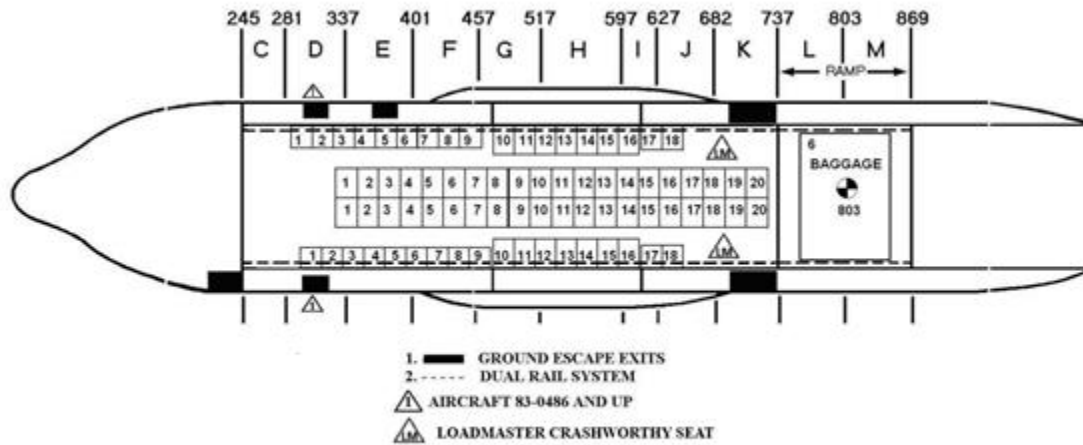


Table 3.10. Configuration A*P-1, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
NOTES:				
1. (Protective Armor installed) Provides 76 sidewall and center aisle seats (seat belts on 20- inch centers) with a baggage pallet in pallet position six. Overwater flights are limited to a maximum of 80 total personnel including crew. For overwater flights eliminate outboard wheel well seats as required.				
2. Cargo floor roller conveyors are removed and stowed under installed seats.				
3. Time to configure is two persons, two hours.				

Figure 3.11. Configuration P-2.

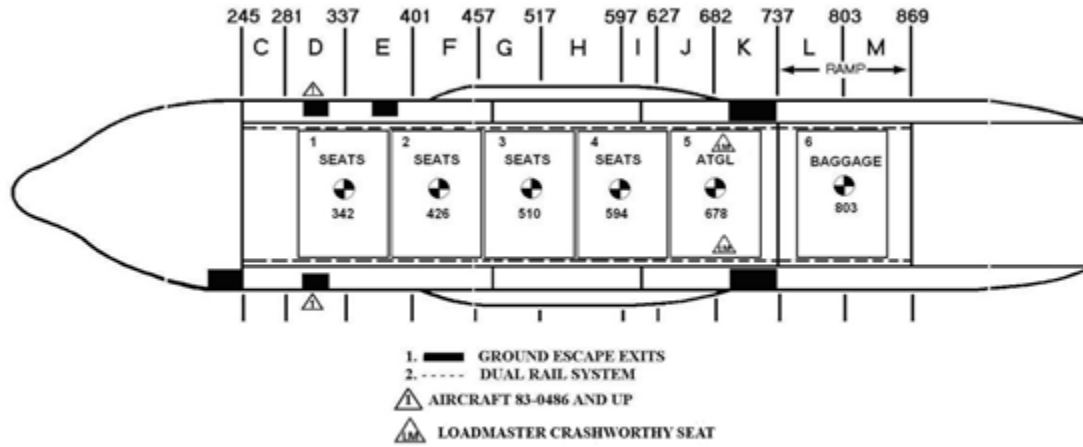


Table 3.11. Configuration P-2, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
NOTES:				
1. MAJCOM waiver required to carry Air Transport Galley/Lavatory (ATGL). (T-1).				
2. Palletized seats offered are variable with an Air Transport Galley/Lavatory (ATGL) pallet in pallet position five and a baggage pallet in pallet position six. Due to the non-availability of seat pallets and ATGL pallets at most C-130 bases, load planners and users must coordinate for these items when requesting this configuration. (T-1)				
3. ATGL pallets may be transported in any pallet position.				
4. Time to configure is one person, one-half hour.				

Figure 3.12. Configuration CP-1.

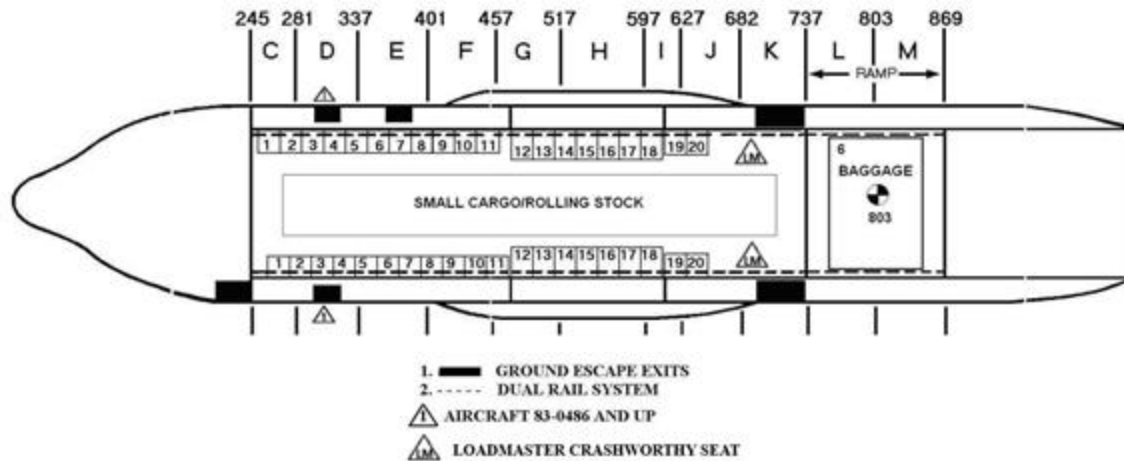


Table 3.12. Configuration CP-1, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
NOTES:				
1. Provides 40 sidewall seats (seat belts on 20-inch centers) with a pallet in pallet position six. Center aisle seats may be installed as required. Limited cargo space is available and is restricted to floor loaded items loaded along centerline of the aircraft. Cargo space limited to small cargo or rolling stock.				
2. Cargo floor roller conveyors will be removed and secured under installed seats. (T-1)				
3. Time to configure is two persons, one hour.				

Figure 3.13. Configuration CP-2.

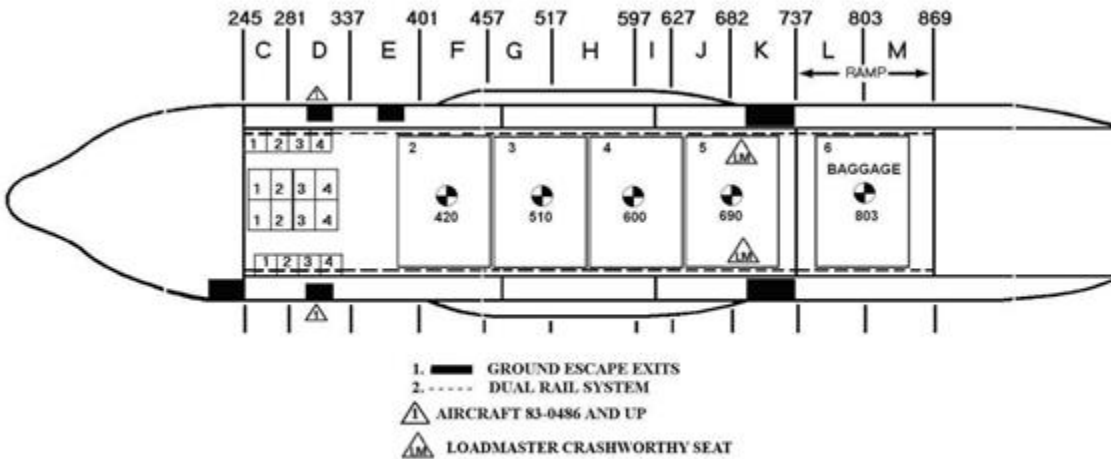


Table 3.13. Configuration CP-2, DD Form 365-4 Information.

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

Figure 3.14. Configuration CP-3.

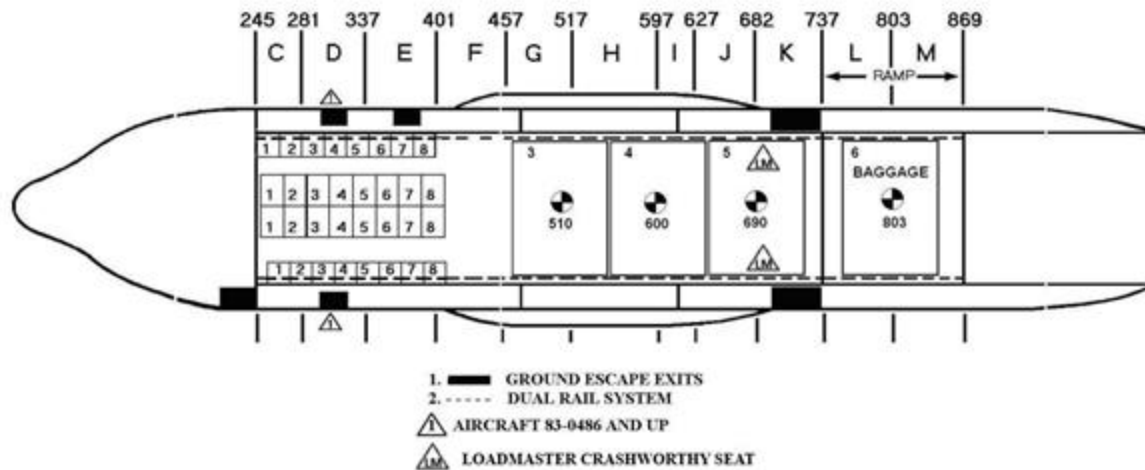


Table 3.14. Configuration CP-3, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
NOTES:				
1. Provides 32 sidewall and center aisle seats (seat belts on 20-inch centers) with four HCU-6/E pallet positions for cargo and baggage.				
2. Cargo floor roller conveyors not required will be removed and secured under the outboard seats. (T-1)				
3. Stanchion must be installed at FS 448.				
4. Time to configure is one person, one-half hour.				

Figure 3.15. Configuration CP-4.

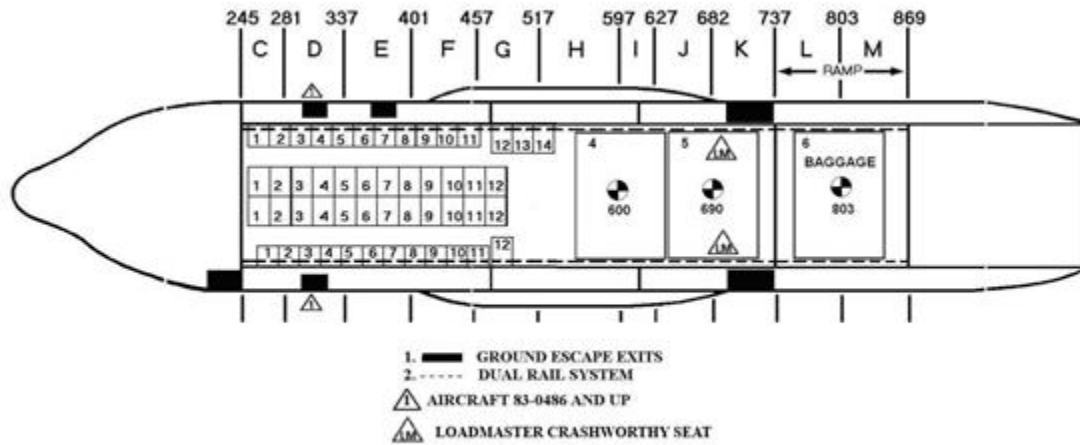


Table 3.15. Configuration CP-4, DD Form 365-4 Information.

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

Figure 3.16. Configuration CP-5.

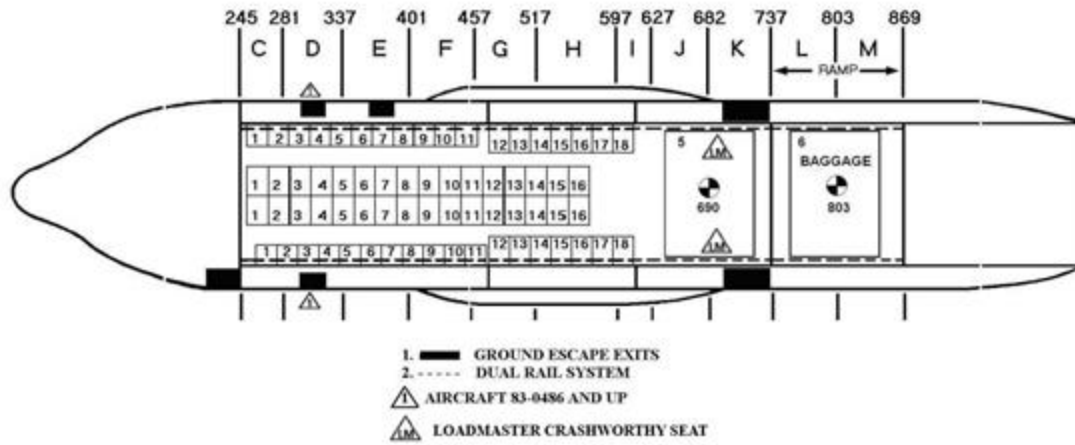


Table 3.16. Configuration CP-5, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
NOTES:				
1. Provides 68 sidewall and center aisle seats (seat belts on 20-inch centers) with two HCU-6/E pallet positions for cargo and baggage.				
2. Cargo floor roller conveyors not required will be removed and secured under installed seats. (T-1)				
3. Time to configure is two persons, two hours.				

Figure 3.17. Configuration A*CP-5.

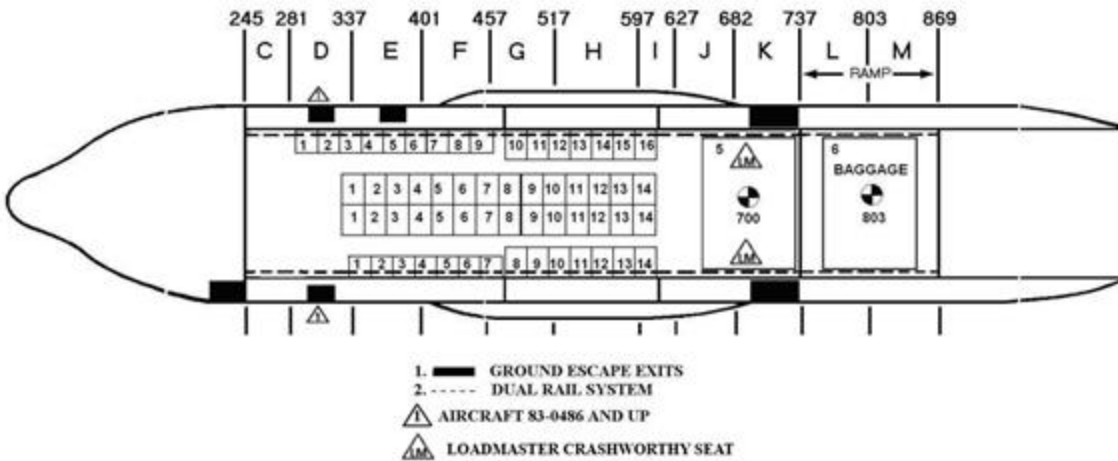


Table 3.17. Configuration A*CP-5, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
NOTES:				
1. (Protective Armor installed) Provides 58 sidewall and center aisle seats (seat belts on 20- inch centers) with two HCU-6/E pallet positions for cargo and baggage.				
2. Pallet in position five is placed ten inches aft of pallet centroid. Pallet weights for positions five and six should be at least 3,400 pounds. The pallet(s) need to be heavy enough to ensure that the aircraft CG is within limits for flight. (T-1)				
3. Cargo floor roller conveyors not required will be removed and secured under installed seats. (T-2)				
4. Time to configure is two persons, two hours.				

Figure 3.18. Configuration TAP-1.

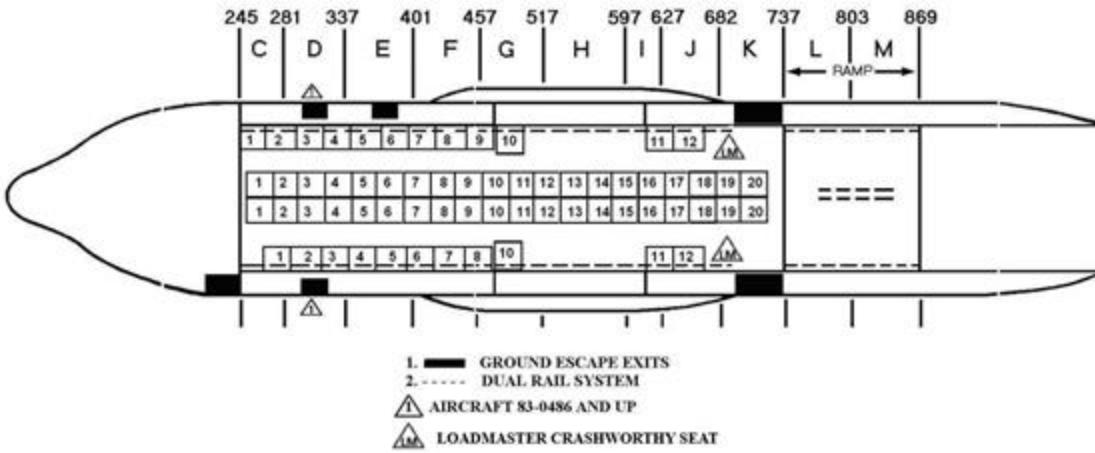


Table 3.18. Configuration TAP-1, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	

NOTES:

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

Figure 3.19. Configuration A*TAP-1.

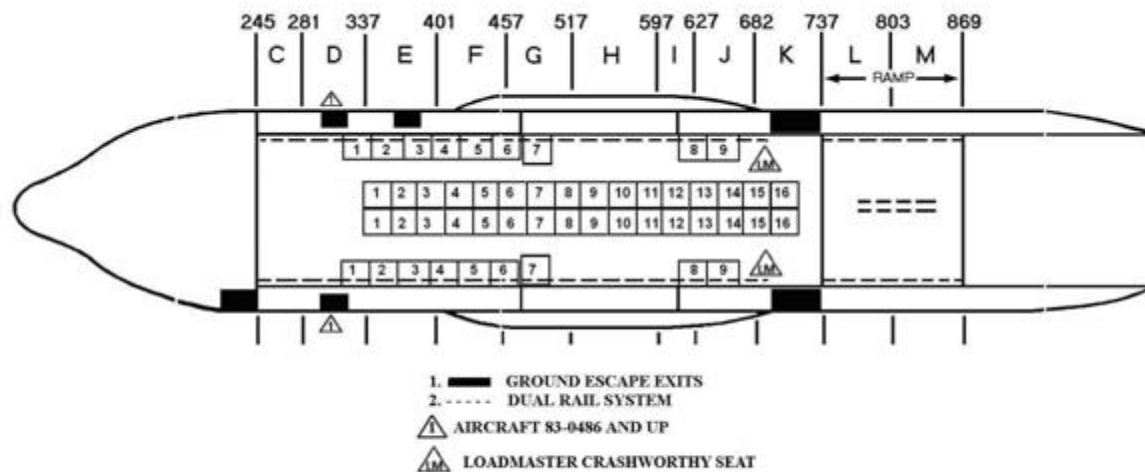


Table 3.19. Configuration A*TAP-1, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
----------------------------------	-----	----	-----	-----

Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	

NOTES

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

Figure 3.20. Configuration TAP-2.

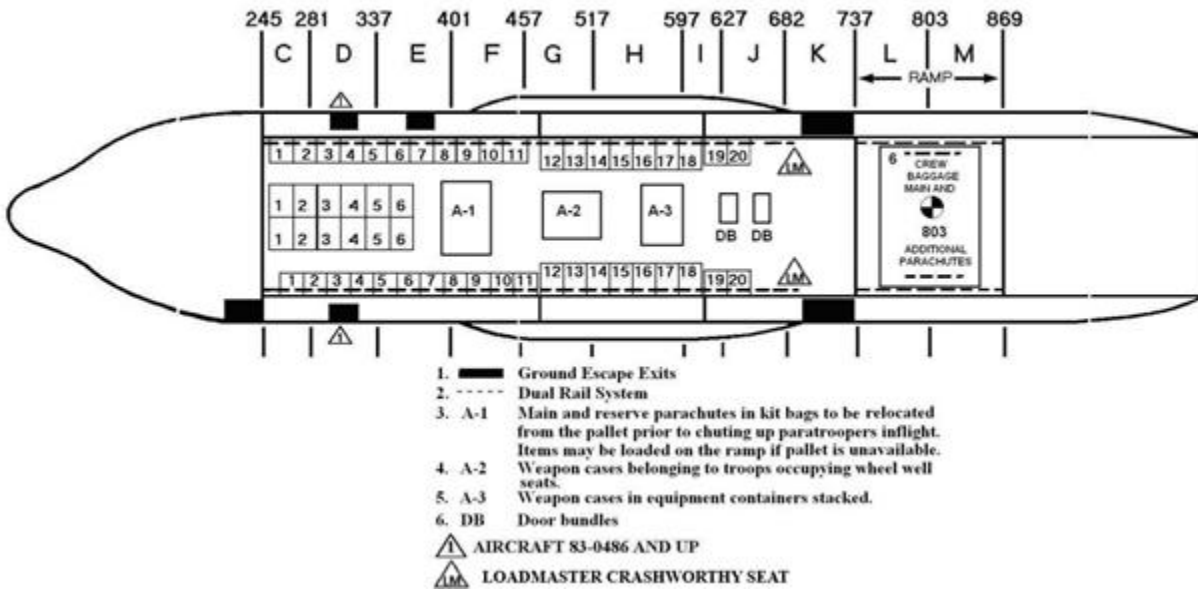


Table 3.20. Configuration TAP-2, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MO
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MO
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MO
Refer to Table 2.2	A/R		A/R	

NOTES:

1. Provides the maximum inflight parachutist rigging capability; 52 seats on 20-inch centers (long-range mission).
2. Prior to seat installation, remove cargo floor roller conveyors and secure under installed seats. Remove dual rail sections 5B and 6B and stow on ramp or ramp pallet.
3. Install center anchor cable supports, jump platforms, and one or two anchor cables on each side, as required, to inboard and center positions IAW T.O. 1C-130A-9, Chapter 3. When only one cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 20 paratroopers may be attached to a single cable. (T-1)
4. Time to configure is two persons, two hours.

Figure 3.21. Configuration A*TAP-2.

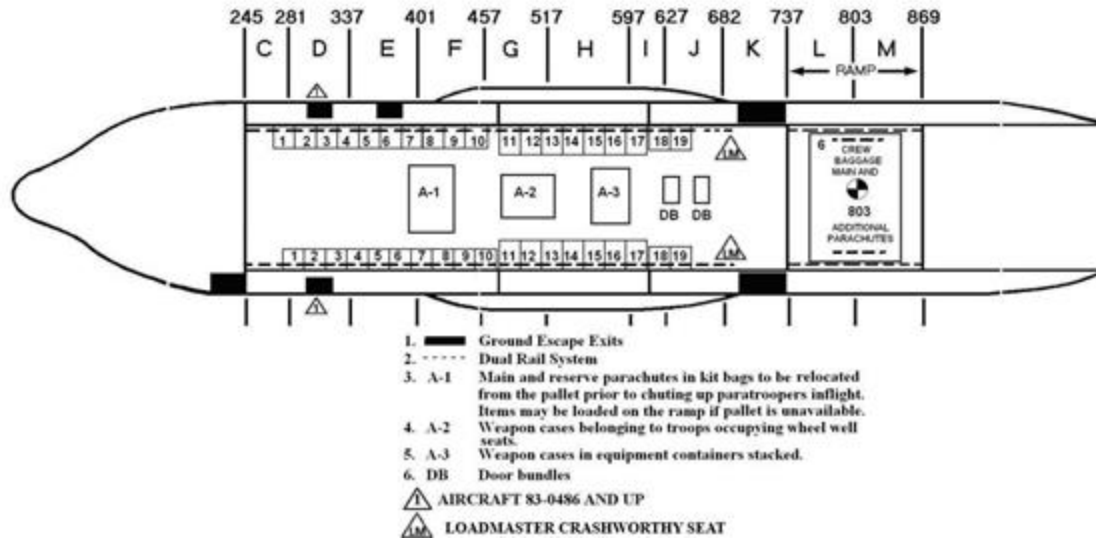


Table 3.21. Configuration A*TAP-2, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Human Waste Clean-up Kit	1	5	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
NOTES:				
1. (Protective Armor Installed) Provides the maximum inflight parachutist rigging capability; 38 seats on 20-inch centers, (long-range mission).				
2. Prior to seat installation, remove cargo floor roller conveyors and secure under installed seats. Remove dual rail sections 5B and 6B and stow on ramp or ramp pallet.				
3. Install center anchor cable supports, jump platforms, and one or two anchor cables on each side, as required, to inboard and center positions IAW T.O. 1C-130A-9, Chapter 3. When only one cable is installed, either center or outboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 20 paratroopers may be attached to a single cable. (T-1)				
4. Time to configure is two persons, two hours.				

Figure 3.22. Configuration TAP-3.

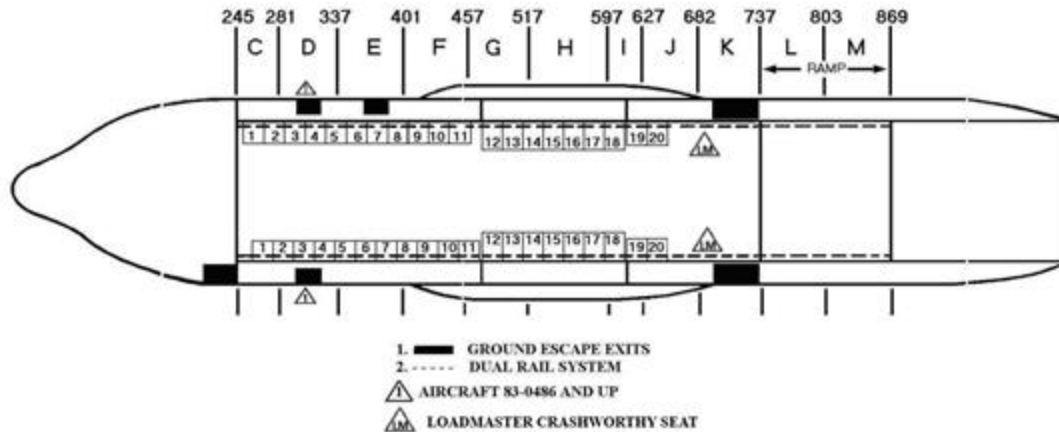


Table 3.22. Configuration TAP-3, DD Form 365-4 Information.

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

NOTES:

1. Provides 40 seats on 20-inch centers. Normally used for HALO, HAHO and tailgating missions.
2. For paratroop door operations, remove dual rail sections 5B and 6B and stow on ramp.
3. Prior to seat installation, remove cargo floor roller conveyors and secure under installed seats.
4. For troop door operations, install center anchor cable supports, jump platforms, and one or two anchor cables on each side, as required, to inboard and center positions IAW T.O. 1C-130A-9, Chapter 3. When only one cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 20 paratroopers may be attached to a single cable. **(T-1)**
5. For tailgate operations remove ramp roller conveyors and install anchor cables IAW T.O. 1C-130A-9, Chapter 3. **(T-1)**
6. For HALO/HAHO operations the oxygen console will be positioned as required. **(T-1)**
7. Time to configure is two persons, one hour.

Figure 3.23. Configuration A*TAP-3.

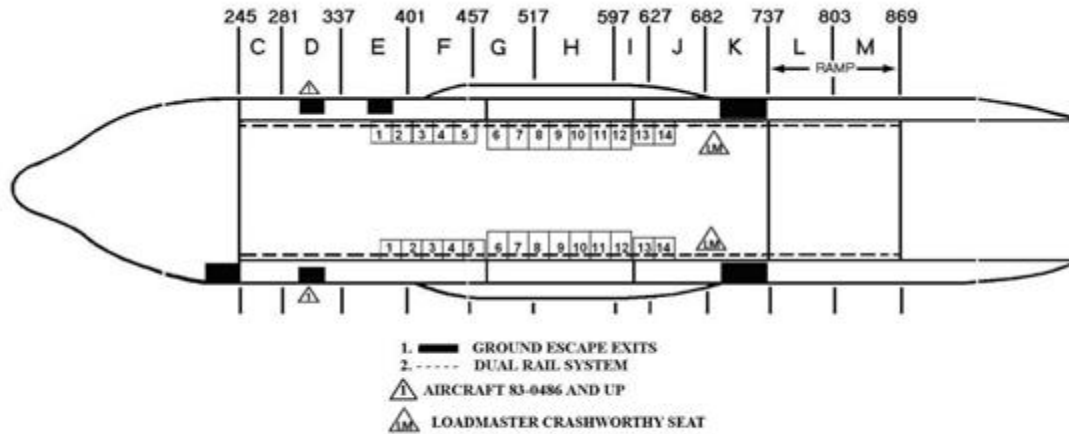


Table 3.23. Configuration A*TAP-3, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
Oxygen Console, as required by mission directive	1	A/R		
NOTES:				
1. (Protective Armor Installed) Provides 28 seats on 20-inch centers. Normally used for HALO, HAHO and tailgating missions.				
2. For paratroop door operations, remove dual rail sections 5B and 6B and stow on ramp.				
3. Prior to seat installation, remove cargo floor roller conveyors and secure under installed seats.				
4. For troop door operations, install center anchor cable supports, jump platforms, and one or two anchor cables on each side, as required, to inboard and center positions IAW T.O. 1C-130A-9, Chapter 3. When only one cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 20 paratroopers may be attached to a single cable. (T-1)				
5. For tailgate operations, remove ramp roller conveyors and install anchor cables IAW T.O. 1C-130A-9, Chapter 3. (T-1)				
6. For HALO/HAHO operations the oxygen console will be positioned as required. (T-1)				
7. Time to configure is two persons, one hour.				

Figure 3.24. Configuration TAC-1.

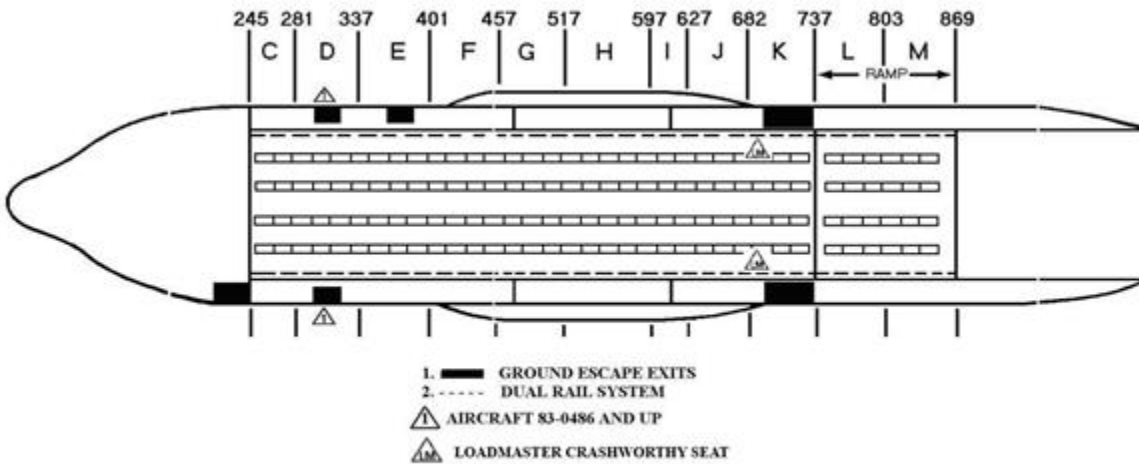


Table 3.24. Configuration TAC-1, DD Form 365-4 Information.

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

Figure 3.25. Configuration TAC-2 (Non-CVR CDS).

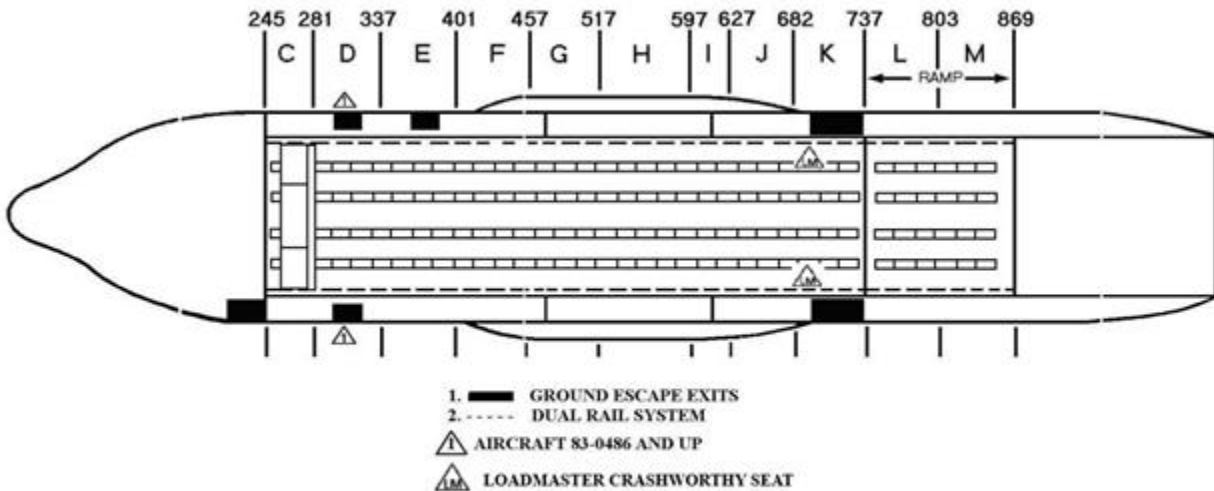


Table 3.25. Configuration TAC-2 (Non-CVR CDS), DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2	A/R		A/R	
NOTES:				
1. Provides for airdrop of various combinations up to eight CDS A-22 containers or 10 A-7A or A-21 containers without the use of the CVR. Available seating depends on the number of containers. Mission tasking units will use the following criteria to schedule the BSA or EBSA for CDS missions:				
a. The BSA or EBSA will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less on a single pass, an alternate forward barrier (IAW T.O. 1C-130A-9, Chapter 7, Section IIA) system may be used in lieu of the BSA or EBSA. (T-1)				
b. BSA additional restraint will be installed IAW T.O. 1C-130A-9, Chapter 7, Section IIA. (T-1)				
2. Position anchor cables/stops IAW T.O. 1C-130A-9. (T-1)				
3. Combination drop is limited to single stick. A maximum of 20 paratroopers may be tailgated depending on seats available. (T-1)				
4. Time to configure is two persons, one hour.				

Figure 3.26. Configuration TAC-3 (CVR CDS).

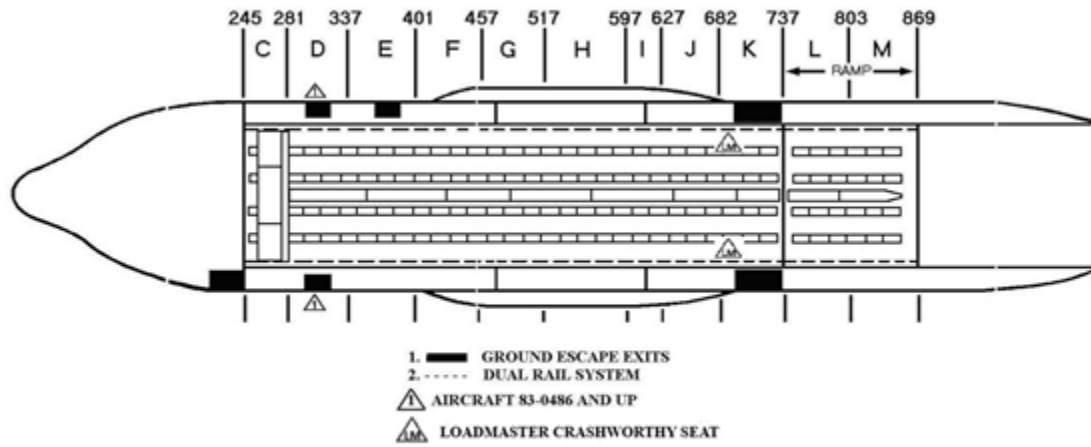


Table 3.26. Configuration TAC-3 (CVR CDS), DD Form 365-4 Information.

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

NOTES:

1. Provides for airdrop of various combinations up to 16 CDS A-22 containers, utilizing the CVR. Available seating depends on the number of containers. Mission tasking units will use the following criteria to schedule the BSA or EBSA for CDS missions:
 - a. The BSA or EBSA will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less on a single pass, an alternate forward barrier (IAW T.O. 1C-130A-9, Chapter 7, Section IIA) system may be used in lieu of the BSA or EBSA. **(T-1)**
 - b. BSA additional restraint will be installed IAW T.O. 1C-130A-9, Chapter 7, Section IIA. **(T-1)**
2. CVR will be installed aft to fwd IAW T.O. 1C-130A-9, Chapter 7, Section IIA after BSA is loaded. Minimum configuration requires at least section 3. **(T-1)**
3. Position anchor cables/stops IAW T.O. 1C-130A-9. **(T-1)**
4. Combination drops may be made with up to eight bundles dropped from one side of the CVR and up to 20 paratroopers dropped from the opposite side. **(T-1)**
5. Time to configure is two persons, one hour.

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

Reference 5, DD Form 365-4 (Steward's Equipment)		QTY	WT	STA	MOM
Liquid/Water Containers		A/R			
Human Waste Clean-up Kit		1	5	A/R	
Reference 6, DD Form 365-4 (Emergency Equipment)		QTY	WT	STA	MOM
Refer to Table 2.3					
EEBD		5	25	A/R	
Oxygen Bottle, Portable		5	30	A/R	
Reference 7, DD Form 365-4 (Extra Equipment)		QTY	WT	STA	MOM
Refer to Table 2.2		A/R			
Additional Legend Information					
MD	Medical equipment storage bins	P	Pyrotechnics (Flares for search and rescue)		
PJ	Pararescue equipment storage bins	R	Medical refrigerator		
RZ	Rigging Alternate Method Zodiac (RAMZ)				

NOTES:

1. This configuration supports search and rescue/medical evacuation missions in support of Transoceanic Abort Landing Sites (TAL) for space shuttle launches. It supports the medical evacuation of astronauts from the TAL site to a regional medical center, search and rescue operations to include the airdrop of pararescue personnel and their support equipment, and the pre-staging of medical, pararescue, and fire response personnel to the TAL sites.
2. Configuration provides total of 16 litter spaces and 17 MEP sidewall seats.
3. Prior to seat installation, remove main floor intermediate conveyor sections and secured under installed seats and litters.
4. For tailgate operations move outboard ramp roller conveyors to the inboard position and install anchor cables IAW T.O. 1C-130A-9.
5. Home Departure (**Figure 3.27**), Pre-Stage Base Departure (**Figure 3.28**), Search and Rescue Operations (**Figure 3.29**) and Medical Evacuation of Astronauts (**Figure 3.30**) are the configuration floor plans for each stage of the NASA mission. (T-1)
6. Time to configure is two persons, one hour.

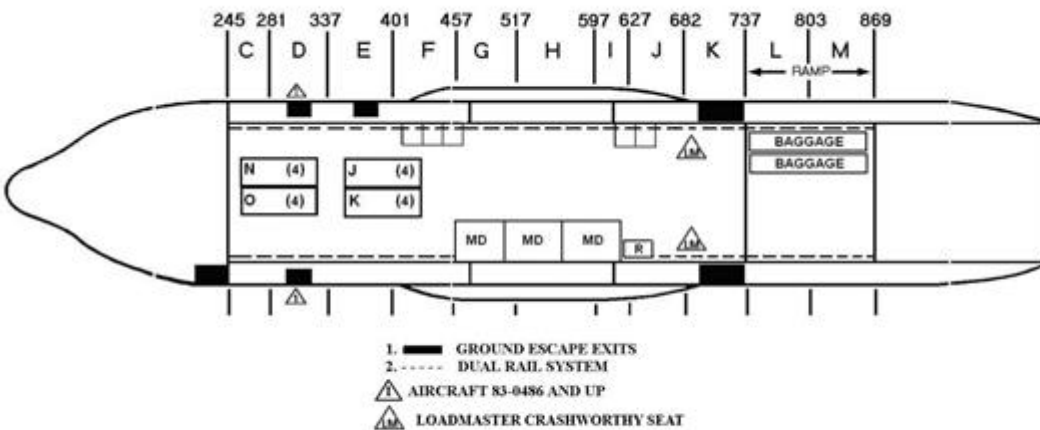
Figure 3.27. NASA Home Departure.

Figure 3.28. NASA Pre-Stage Base Departure.

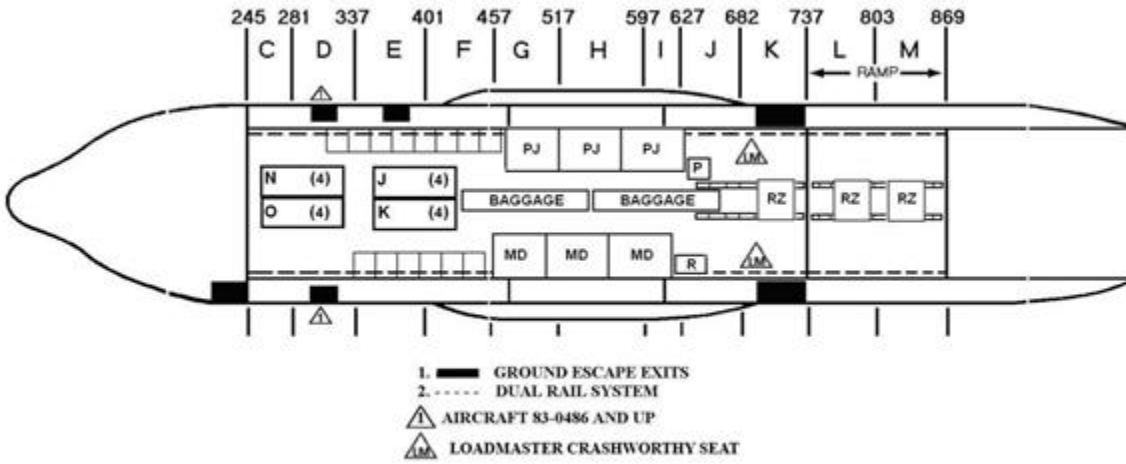


Figure 3.29. NASA Search and Rescue Operations.

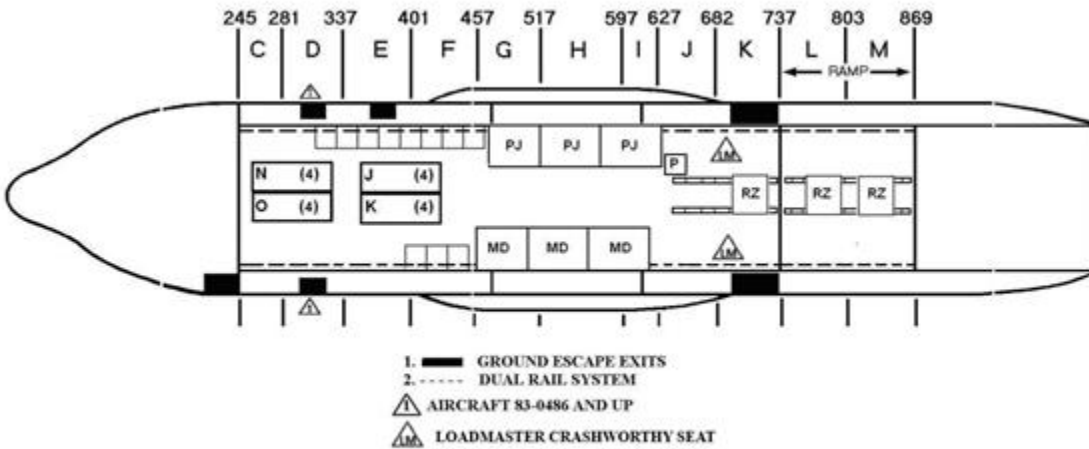


Figure 3.30. NASA Medical Evacuation of Astronauts.

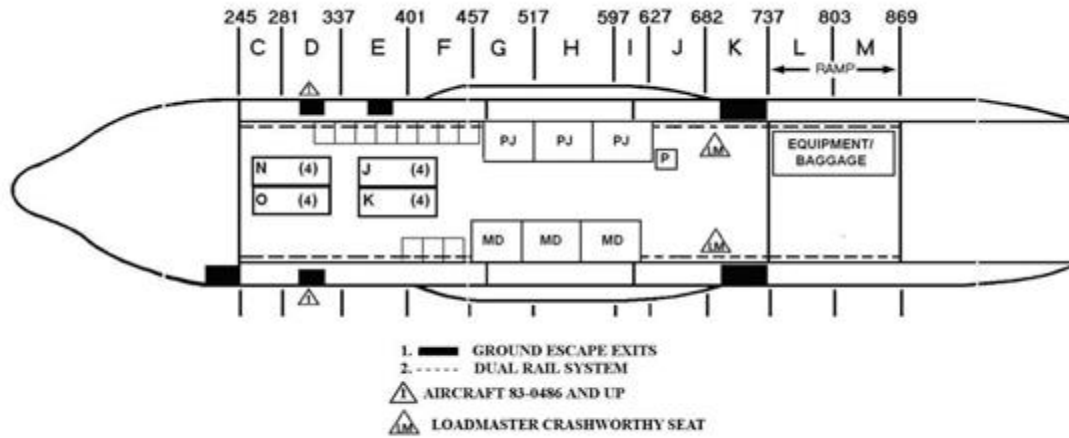


Figure 3.31. Configuration MAFFS-1.

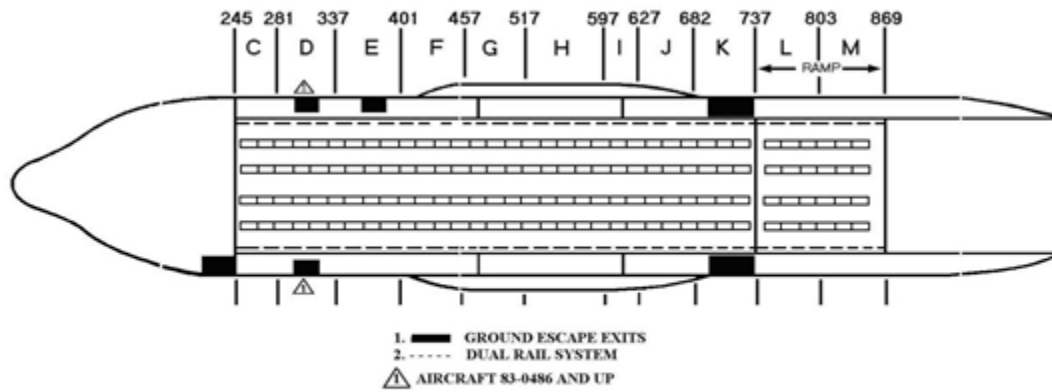


Figure 3.32. MAFFS-1 Tiedown Locations (tank not pictured for clarity).

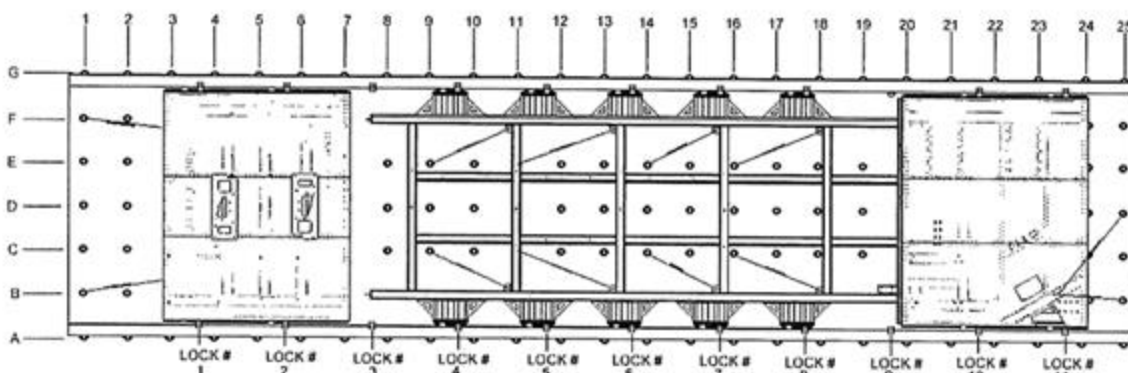


Table 3.28. Configuration MAFFS-1, DD Form 365-4 Information.

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

NOTES:

1. Provides for MAFFS unit installation. Personnel are not permitted between Flight Station 245 and the forward edge of the MAFFS unit during takeoff and landing. A single two man seat can be installed on the right and left forward side of aircraft, forward of MAFFS unit This Configuration is for Preposition and Deposition missions only. MEPs and passengers are not authorized on actual MAFFS missions. All restraint rails down and cargo floor/ramp roller conveyors installed. **(T-1)**
2. See **Table 2.4** for equipment to be removed prior to MAFFS flight. **(T-1)**
3. MAFFS Door Plug will be installed IAW T.O. 1C-130H-2-90JG-10-1. **(T-1)**
4. Configure airplane IAW T.O. 1C-130A-9, Chapter 6. **(T-1)**
5. Time to configure is four persons, four hours.

Table 3.29. Configuration Reference.

	CONFIG	LMCWS Installed		LMCWS Removed		CARGO	REMARKS
		SEATS	LITTERS	SEATS	LITTERS		
ME DEV	AE-1	35	30	39	30		Figure 3.2

	AE-2	0	65	0	72		Figure 3.3
	AE-3	34	20	38	20		Figure 3.4
	AE-4	20	50	24	50		Figure 3.5
	AE-5	24	8	24	10		Figure 3.6
CARGO	C-1	26		28		Rolling stock	Figure 3.7
	C-2	*		*		6 Pallets	Figure 3.8 * If cargo permits, seats may be available
PASSENGERS	P-1	88		90		1 Pallet	Figure 3.9
	A*P-1	76		78		1 Pallet	Figure 3.10
	P-2	*		*		*	Figure 3.11 * Variable cargo/seating based on palletized seats
CARGO/PASSENGERS	CP-1	40		42		Rolling Stock 1 Pallet	Figure 3.12
	CP-2	16		15		5 Pallets	Figure 3.13
	CP-3	32		31		4 Pallets	Figure 3.14
	CP-4	50		48		3 Pallets	Figure 3.15
	CP-5	68		66		2 Pallets	Figure 3.16
	A*CP-5	58		56		2 Pallets	Figure 3.17
PARATROOPERS	TAP-1	64		64			Figure 3.18
	A*TAP-1	50		50			Figure 3.19
	TAP-2	52		54			Figure 3.20
	A*TAP-2	38		40			Figure 3.21
	TAP-3	40		42			Figure 3.22
	A*TAP-3	28		30			Figure 3.23

AIRDROP	TAC-1	*		*		Heavy Equipment	Figure 3.24 * Available seating based on number of platforms
	TAC-2	*		*		CDS	Figure 3.25 * Available seating based on number of containers
	TAC-3	*		*		CDS w/CVR	Figure 3.26 * Available seating based on number of containers
	NASA-1	*	16	*	16	NASA	Figure 3.27 to Figure 3.30. * Up to 13 seats available for MEP
	MAFFS-1			4		MAFFS	Figure 3.31

Chapter 4

REFERENCE DATA

4.1. General. This chapter contains information to assist personnel in load planning. **(T-1)**

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

4.2.1. Equipment will not be positioned in a manner that obstructs the side emergency escape hatches. An obstruction is any equipment that prevents the effective means of rapid evacuation. Litters and seats erected across an emergency exit are not considered to be an obstruction. **(T-1)**

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.) **(T-1)**

4.2.3. When passengers are being airlifted, an unobstructed aisleway will be maintained in pallet positions three, four (wheel well), five (LMCS), and six (ramp area) to provide access to emergency exits. **(T-2)** In pallet positions three and four, the aisleway will be a minimum of 14 inches wide between the outer edge of the cargo and the aircraft and will begin at the cargo floor or dual rail outboard frame. **(T-1)** The dual rail outboard frame provides eight inches of the 14-inch requirement on the main cargo floor (**Figure 4.1**). Tie-down equipment (463L nets, straps, chains, and devices) shall not normally be considered an obstruction. **(T-1)** In pallet position 5 (LMCS) the aisleway will be a minimum of 14 inches from the LMCS when the seat assembly is stowed in the outboard position. **(T-2)** A maximum of six inches will be provided on the pallet. **EXCEPTION:** for oversized cargo without a six inch aisleway (Ex. ISU-90) the loadmaster has the option to remove the seat assembly to achieve the 14 inch aisleway. In pallet position six (ramp area) the aisleway will be a minimum of eight inches beginning at the outboard edge of the dual rail outboard frame. **(T-1)** The aisleway should normally be on the left side of the aircraft. If the aisleway is placed on the right side of the aircraft, clearance to the right side of the aircraft must be maintained. Additionally, access to aft latrine facilities requires a 20-inch clear area on the forward left or right side of cargo loaded on the ramp. **(T-2)** On C-130H (prior to 83-0486) the clear area must be on the left side of the pallet. On C-130H (83-0486 and up) the clear area must be on the right side of the pallet. **(T-2)**

4.2.4. If the aisleway requirement in **paragraph 4.2.3** cannot be achieved on missions carrying crew only or mission-essential personnel (MEP) authorized by operations order/plan or DIRMOBFOR, then an aisleway will be maintained in pallet positions three and four (wheel well) that provides a minimum of 14 inches between the outer edge of the cargo and aircraft beginning no higher than 36 inches above the floor/pallet/platform or a minimum of 30 inches between the outer edge of cargo and the aircraft beginning no higher than 60 inches above the floor/pallet/platform (**Figure 4.2**). MAJCOM A3/DO is authorized to waive this requirement based on MAJCOM Stan/Eval evaluation and recommendation. **(T-2)**

4.2.5. Logistically loading pallets is an authorized technique to accomplish a mission. Due to the complexity of restraining a logistically loaded pallet, the final determination to logistically load a pallet will be from the aircrew based on safety, security, and restraint criteria.

4.2.6. During airdrop missions, loadmasters shall have access to the rear of the aircraft to accomplish tactical checklists. (T-2)

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

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

4.3.1. **Figure 4.1** and [Figure 4.2](#) Safety Aisles.

4.3.2. **Table 4.1** Standard Weights.

Figure 4.1. Safety Aisles (Pallet Positions 3 and 4 (wheel well) W/Passengers).

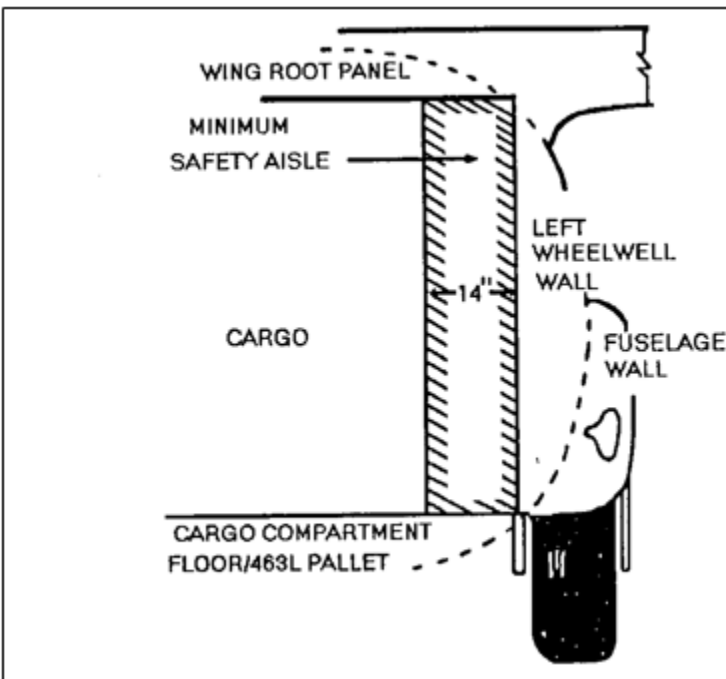


Figure 4.2. Safety Aisles (Pallet Positions 3 and 4 (wheel well), Crew Only or Mission Essential Personnel).

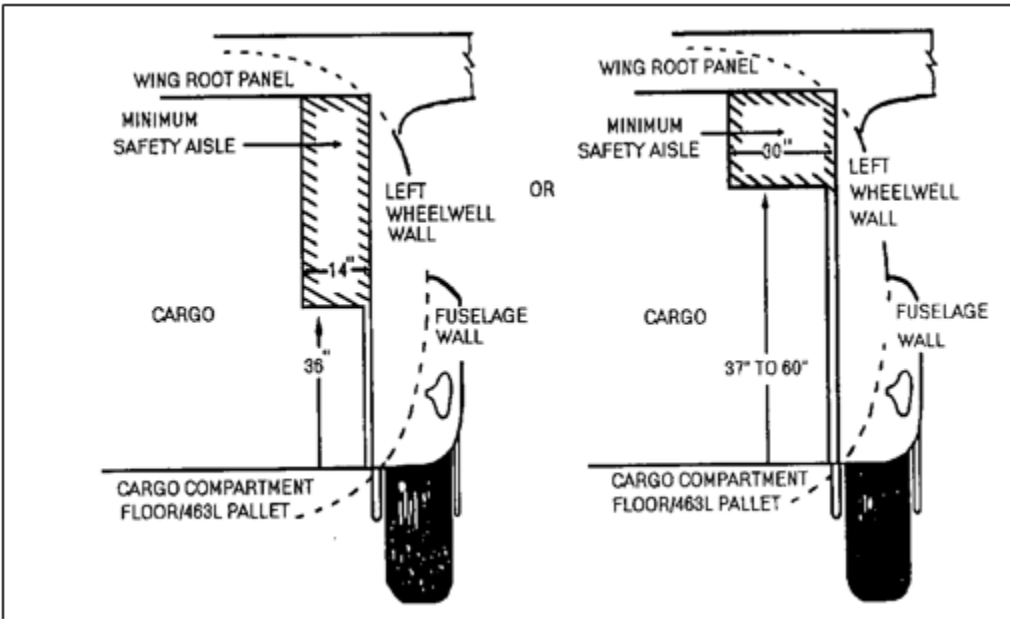


Table 4.1. Standard Weights.

Item	Weight/lbs.	
	Training	Combat
Crewmember (with professional gear)	200	
Passenger (without baggage)	175	
Patient, litter (without baggage)	195	
Patient, ambulatory (without baggage)	175	
	Training	Combat
Ground trooper with web gear, body armor and weapon	210	210
Ground trooper with carry-on baggage, body armor	210	210
Ground trooper with web gear, weapon, body armor and rucksack	250	300
Ground trooper with body armor and combat equipment/tools	250	300
Ground trooper with web gear, body armor, weapon, rucksack, and duffel bag	350	400
Ground trooper with body armor, combat equipment/tools and duffel bag	350	400
Parachutist with web gear, weapon, and rucksack	300	350
Parachutist, Hollywood—no equipment or weapon	220	---
Parachutist, ramp and door (tailgate) operations	325	325

Rucksack	40	80
NOTE: Maximum weight for paratroopers tailgate operations is 325 pounds and paratroop door operations is 400 pounds. All other personnel standard weights shown above are for planning purposes only. Actual weights will be used if known.		
Equipment		Weight/lbs
Aircrew body armor		7
Aircrew Flight Equipment demonstration kit		5
Anti-exposure suit CWU-16/P		6
ATGL (serviced/unserviced)		3620/3200
Auxiliary Truck Loading Ramps (2)		100
Buffer Stop Assembly (BSA) (Type V)		650
Centerline vertical restraint (9-piece set)		397
Emergency passenger oxygen system (EPOS)		2
Extraction Parachute Jettison System Kit (Kit bag, power cable, 2 Y- connectors w/mounting boxes, control box, 2 interconnect cables, main cable)		26
Extraction Parachute Jettison System Control Box		1.5
Extraction Parachute Jettison System Power Cable		1
Extraction Parachute Jettison System Main Cable		3
Extraction Parachute Jettison System Y-Connector		3
Extraction Parachute Jettison System Interconnect Cable		0.5
Hot cup		3
Human Waste Clean-up Kit		5
Joint Precision Airdrop Delivery System (JPADS) equip (computer/cable/etc)		70
Litter (air evac)		14
LPU, Adult/Child (AC) life preserver		1.5
LPU-10/P life preserver		4
LPU-6/P life preserver (infant cot)		4
Liquid container w/contents ("M" compartment)		25
Liquid container w/o contents ("M" compartment)		9
Mobile Oxygen Storage Tank (MOST)		200
Net Set (Pallet HCU-6/E)		65
Net, side 463L (HCU-7/E)		22
Net, top 463L (HCU-15/C)		21
Oxygen bottle, portable		6
Oxygen mask, 358-1506 V1 Quick Don		3
Pallet (HCU-6/E)		290
Pallet w/nets (HCU-6/E; HCU-7/E; HCU-15/C)		355
Palletized Seats (Aft facing seats mounted to HCU-6/E)		741

Parachute (BA-22) (With/Without personal lowering device)	32/27
Parachute (BA-30) (With/Without personal lowering device)	29/24
Personnel restraint harness, PCU 17/P w/ safety strap, HBU-6/P	9
Portable Lavatory Assembly	400
Portable therapeutic liquid oxygen (PTLOX) (Full/Empty)	80/55
Protective breathing equipment (PBE)	5
Protective clothing kit	15
Pry bar	49
Ramp support (wooden)	85
Shoring, Planking 2" x 12" x 12'	75
Shoring, Plywood 1/2" x 4' x 8'	43
Shoring, Plywood 3/4" x 4' x 8'	64
Snatch block (PN 7320110-3)	8
Survival kit, ML-4 (with LRU-16/P life raft)	19.5
Survival Backpack	22
Survival vest	13
Tiedown, chain, 10,000 lb	7
Tiedown, chain, 25,000 lb	20
Tiedown, device, 10,000 lb (MB-1, CGU-4/E, CGU-7/A)	3.5
Tiedown, device, 25,000 lb (MB-2, CGU-3/E, CGU-8A)	6
Tiedown, strap, 5,000 lb (CGU-1/B)	4
Towed Paratroop Retrieval System kit	13
Water, container (2-gallon, Igloo (w/contents))	25
Water, container (5-gallon, Igloo (w/contents))	50
Water, drinking, per gallon	8
Wheel chock (20-inch)	14
Winch, cargo, HCU-9/A	290
Winch, cargo, Hoover	249
Winch, cargo, Bulldog 41B	196
Winch, cargo, Bulldog 41BG	175
Winch, power cable (Bulldog, Hoover/HCU-9/A)	48/25

Table 4.2. Aircraft Protective Armor (Non-Light Weight).

Location	Weight	Station	Moments
Flight Station	1140	FS 186	212
Nose Wheel Well and LOX Bottle	241	FS 133	32
Cargo Compartment (Paratroop Doors)	250	FS 720	180

NOTE: Add weight to DD Form 365-4 (Form F) Reference 7 if armor is installed on the aircraft and not included in the Chart C aircraft weight. Paratroop door armor moments need to be re-calculated when armor is re-positioned. **(T-1)**

Table 4.3. Aircraft Protective Armor (Light Weight).

Location	Weight	Station	Moments
Flight Station	1407	FS 158	222.3
Paratroop Doors	132	FS 717	94.6

NOTE: Add weight to DD Form 365-4 (Form F) Reference 7 if armor is installed on the aircraft and not included in the Chart C aircraft weight. Paratroop door armor moments need to be re-calculated when armor is re-positioned. **(T-1)**

Table 4.4. Aircraft Defensive System Equipment.

Location	Weight	Station	Moments
Nose Dispensers (2 Flares and 2 Chaff)	82	FS 229	19
Mid Dispensers (4 Flares and 4 Chaff)	164	FS 597	98
Pylon Dispensers (2 Flares and 2 Chaff)	82	FS 625	51
Tail Dispensers (1 Flare and 1 Chaff)	41	FS 1080	44
Flare Canister	21 lbs.		
Chaff Canister	20 lbs.		

NOTE: Some locations add chaff and flares into the basic weight. Re-adjustments need not be made as individual flares/chaff are dispensed. Adjustments must be made if the weight has been added and then the dispensers subsequently removed. **(T-1)**

Table 4.5. C-130H Dual Rail Lock and Seat Stanchion Location.

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

4	448
5	509
6	569
LADDER	629-649
7	689
8	729
NOTES: 1. Seat bottom extension adds 9 ¾" when installed 2. Seat back extension adds 7" when installed	

Chapter 5

DD FORM 365-4 INSTRUCTIONS C-130 SERIES AIRCRAFT

5.1. Introduction. This chapter provides instructions for computation and completion of DD Form 365-4 (Weight and Balance Clearance Form F). The DD Form 365-4 will be computed manually, or with the approved C-130 Automated Form F (AFF) program. All entries and signatures must be legible. **(T-2)**

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

5.3. General Instructions. These instructions apply to Transport Forms F using simplified moments. Entries on the form may be either typed, handwritten, or computer entered (See C-130 AFF Training Guide for detailed instructions). After completing the DD Form 365-4 Form F, duplicate copies shall be attached to flight plan, submitted electronically (paperless), or given to controlling ground agency, quality assurance, transient alert, maintenance, etc. **(T-2)**

5.4. Electronic Form F. All-electronic Form F (paperless) is authorized under the following conditions:

5.4.1. The unit OGV has created guidance and procedures that are approved by the respective OG/CC and AMC/A3V C-130H section.

5.4.2. The electronic file (digital form, digital photographs of weight and balance data, etc.) must contain all required data prescribed in section 6 of T.O. 1-1B-50. **(T-1)**

5.4.3. The aircraft commander will review applicable weight and balance data with the weight and balance authority (loadmaster, etc.) and then sign the electronic file. **(T-2)**

5.4.4. The electronic file must be sent to and received by an off aircraft server prior to take-off. This server must be accessible by OGV. An email organization inbox meets this requirement. **(T-2)**

5.4.5. The electronic file must be kept for 90 days. **(T-2)**

5.5. Instructions for Transport Aircraft DD Form 365-4. (T-1) NOTE: Use applicable T.O. 1C-130X-5, Chart E. **(T-1)**

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

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

5.5.3. Reference 2. Leave blank.

- 5.5.4. Reference 3. Enter the number of crewmembers, locations, weight, and moment from crew/cargo compartment tables.
- 5.5.5. Reference 4. Enter crew baggage by location. Determine weight and moment.
- 5.5.6. References 5, 6, and 7. Determine amount of equipment on board and enter by location. Determine weight and moment.
- 5.5.7. Reference 8. Total weights and moments of aircraft defensive system equipment, as required.
- 5.5.8. Reference 9. Total weights and moments of references 1 through 8.
- 5.5.9. In the remarks section, enter a breakdown of takeoff fuel weight by tank rounded to the nearest 100 pounds (.10 digital). Readings of 100 lbs (.10 digital) or less or any gauge with a reading determined to be empty will not be recorded. Calculate moments for each tank using the fuel moment charts contained in the applicable T.O. 1C-130X-5. **NOTE:** An alternate method of computing fuel moments is accomplished by multiplying the total fuel by .552. **NOTE:** On aircraft restricted due to center wing box cracks write "Restricted Aircraft" in the remarks section.
- 5.5.10. Reference 10. Enter total takeoff fuel and moments from the remarks section.
- 5.5.11. Reference 11. Leave blank.
- 5.5.12. Reference 12. Total of references 9 and 10.
- 5.5.13. Reference 13. Distribution of Allowable Load (Payload).
- 5.5.13.1. Enter weight of cargo pallets, vehicles, rolling stock, floor-loaded cargo, etc., by determining the fuselage station of the cargo center of balance. Large items will be listed separately. Items loaded side by side may be combined. General cargo may be compartment loaded. Determine moment.
- 5.5.13.2. Enter number and weight of passengers/troops/litters using either a compartment centroid or each individual's weight by location centroid. Determine moment.
- 5.5.13.3. Enter weight of airdrop platform(s) by individual centroid location. CDS containers may be entered by compartment centroid or individual container centroid. Determine moment. **NOTE:** During engine running onloads (ERO) or when planned ground times preclude use of procedures in **paragraph 5.5.13.1** through **paragraph 5.5.13.3**, a combined load C/B may be used if a validated load plan is presented.
- 5.5.13.4. Compute the total load weight and moment of reference 13. Enter result in reference 15 as subtotals.
- 5.5.14. Reference 14. Compute and enter zero fuel weight and zero fuel moment by adding references 9 and 15. Zero fuel arm and zero fuel percent of MAC are not required, but may be helpful when targeting a 20-22 zero fuel percent of MAC.
- 5.5.15. Reference 15. Ensure "Subtotal" is entered on top line provided and the total load weight and moment of reference 13 are entered.
- 5.5.16. Reference 16. Compute and enter total weight and moment of references 12 and 15.
- 5.5.17. Reference 17. Enter takeoff CG in percent of MAC.

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

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

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

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

5.5.22. Reference 22. If required, subtract airdrop load weight and moment from reference 21 or changes in corrections column and enter as adjusted zero fuel weight/moment on a blank line in reference 22. The blank line title will read, "ADJ ZFW/ZFM" for airdrop or "COR ZFW/ZFM" for a correction.

5.5.23. Using the fuel burn off numbers in [paragraph 5.5.25](#), calculate and enter a breakdown of estimated landing fuel weight by tank rounded to the nearest 100 pounds (.10 digital) in the remarks section. Calculate moments for each tank using the fuel moment charts contained in the applicable T.O. 1C-130X-5. **NOTE:** An alternate method of computing fuel moments is accomplished by multiplying the total fuel by .552.

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

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

5.5.25.1. 4,500 PPH – normal flight at altitude.

5.5.25.2. 5,000 PPH – low level.

5.5.25.3. 6,000 PPH – first hour of flight (climb out).

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

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

5.5.28. Load adjuster number block. Leave blank.

5.5.29. **Limitations Column** . Enter the appropriate weight and CG limits for the planned mission using the following criteria: the maximum gross weight and center of gravity limits specified in T.O. 1C-130X-1 *Flight Manual* will not be exceeded. Gross weights may also be limited by operating conditions; i.e., obstacle clearance, rate of climb, weather conditions, altitude, runway/taxiway bearing capacity, or any other published restrictions. **The pilot/flight engineer will inform the loadmaster of any gross weight restrictions prior to mission planning so an accurate ACL may be obtained. (T-2)**

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

5.5.29.2. Landing. Unless other landing restrictions are imposed, enter 155,000 pounds for normal operations for C-130H and LC-130 and subtract operating weight plus estimated

landing fuel (references 9 and 23). **EXCEPTION:** Enter 130,000 pounds for assault landings or 139,000 for aircraft restricted due to center wing box cracks (non-assault landings).

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

5.5.29.3.1. The limiting wing fuel chart in this attachment is based on a 2.5 G maneuver load factor with indicated airspeed restrictions outlined in area “C” of the flight manual limitation charts. Specific mission requirements exceeding area “C” limitations must be computed by the aircrew using the appropriate flight manual weight limitations chart.

5.5.29.3.2. Enter the allowable gross weight for limiting wing fuel and subtract the operating weight (reference 9) to determine limiting wing fuel allowable load. **EXCEPTION:** Enter 90,000 pounds for aircraft restricted due to center wing box cracks. **NOTE:** When using T.O. 1C-130X-1 to calculate limiting wing fuel, only the calculated allowable load will be entered in the “ALLOWABLE LOAD” block under the limiting wing fuel column.

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

5.5.29.5. Signature Blocks:

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

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

5.5.29.5.3. Pilot: Signature on original and duplicate.

recommended maximum gross weight of 155,000 lbs (area D/E); or when other operating condition limits exist. (T-1)

5.6.2. Overload gross weight operations require MAJCOM approval. (T-2)

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

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

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

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

Figure 5.2. Primary Fuel Management.

Example: Primary Fuel Chart with Foam in Fuel Tanks

Aircraft gross weight waived to 159,000 lbs

Operating Weight: 85,670 lbs

Fuel Breakdown

Outboard (OB) 16,620 lbs

Inboard (IB) 15,314 lbs

Auxiliary (AUX) 8,100 lbs

Total 40,034 lbs

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

Figure 5.3. Secondary Fuel Management.

Example: TO 1C-130H-1, Secondary Fuel Chart with Foam in Fuel Tanks

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

Operating Weight: 87,750 lbs

Fuel Breakdown

Outboard (OB)	14,000 lbs
Inboard (IB)	13,000 lbs
<u>Auxiliary (AUX)</u>	<u>6,000 lbs</u>
Total	33,000 lbs

- Enter on the Inboard Fuel Scale at the smaller of:
 - Combined weight of fuel in tanks 2 and 3
 - Weight of fuel in tanks 1 and 4 minus 1,300 lbs
 TO 1C-130(K)H-1: 1,300 lbs
 TO 1C-130H-1: 1,300 lbs
 TO 1C-130(L)H-1: 1,300 lbs

OB: $14,000 - 1,300 = 12,700$ lbs. This is less than the IB weight of 13,000 lbs (12,700 rounded to 13,000 lbs on the IB scale. Round to the nearest thousand.)

- Move vertically up from 13,000 lbs on the IB scale until you intersect the OB scale of 14,000 lbs.
- Follow the guideline diagonal to the right until you intersect the zero guideline.
- Move vertically up the guideline until you intersect the 130,000 lbs line.
- Slide right until you intersect 87,000 lbs. (Operating Weight - 750)
- Slide down along the diagonal guideline to the right side of the chart to get your ACL + Fuel figure. (43,000 lbs = ACL + Fuel)
- Subtract total fuel from 43,000 lbs. ($43,000 - 33,000 = 10,000$ lbs ACL)
- Subtract the remainder of your Operating Weight (750 lbs) for the adjusted ACL. Enter on the Form F in Limitations Block under Fuel; last block in bottom.

Table 5.1. C-130 H Limiting Wing Fuel Table.

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

2. Both takeoff and landing conditions must be calculated. The most restrictive will be used on the Form F. **(T-1)**

NOTE: This chart may be used under normal operations. If for any reason the aircraft gross weight is restricted, operating at overload gross weights, or the fuel balance is not IAW the primary/secondary fuel charts, then the appropriate charts in T.O. 1C-130X-1, Section V, must be used to determine ACL. **NOTE:** Refer to T.O. 1C-130X-1, Section V for the definitions of primary and secondary fuel management. For form f purposes only, the outboard tanks will be considered full at 16,000 lbs (8,000 lbs) and the inboard tanks will be considered full at 14,400 lbs (7,200 lbs).

C-130H (PRIMARY FUEL) With Foam in Fuel Tanks

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

INSTRUCTIONS FOR PRIMARY:

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

C-130H (SECONDARY FUEL) With Foam in Fuel Tanks

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

INSTRUCTIONS FOR SECONDARY:

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

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

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

2. Both takeoff and landing conditions must be calculated. The most restrictive will be used on the Form F. **(T-1)**

NOTE: This chart may be used under normal operations. If for any reason the aircraft gross weight is restricted, operating at overload gross weights, or the fuel balance is not IAW the primary/secondary fuel charts, then the appropriate charts in T.O. 1C-130X-1, Section V, must be used to determine ACL. **NOTE:** Refer to T.O. 1C-130(L)H-1, Section V for the definitions of primary and secondary fuel management. For form f purposes only, the outboard tanks will be considered full at 16,000 lbs (8,000 lbs) and the inboard tanks will be considered full at 14,400 lbs (7,200 lbs).

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

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

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

INSTRUCTIONS FOR PRIMARY:

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

INSTRUCTIONS FOR SECONDARY:

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

Table 5.3. Paratrooper Loading Tables.

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

NOTES:

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

A*TAP-1 CONFIGURATION

COMP	ARM	TROOP	220	MOM	300	MOM	350	MOM
E	369	10	2200	812	3000	1107	3500	1292
F	429	9	1980	849	2700	1158	3150	1351
G	487	9	1980	964	2700	1315	3150	1534
H	557	6	1320	735	1800	1003	2100	1170
I	612	2	440	269	600	367	700	428
J	655	10	2200	1441	3000	1965	3500	2293
K	710	4	880	625	1200	852	1400	994
TOTAL		50	11000	5695	15000	7767	17500	9062

NOTES:

1. Load C/B for a full load is FS 518.
2. Two loadmasters (K compartment) not included in this table.
3. Two safeties in G compartment (single seats).
4. Seatbelts on 24-inch configuration.

TAP-2 CONFIGURATION

COMP	ARM	TROOP	220	MOM	300	MOM	350	MOM
C	263	4	880	231	1200	316	1400	368
D	309	12	2640	816	3600	1112	4200	1298
E	369	10	2200	812	3000	1107	3500	1292
F	429	6	1320	566	1800	772	2100	901
G	487	6	1320	642	1800	877	2100	1023
H	557	8	1760	980	2400	1337	2800	1560
I	612	2	440	269	600	367	700	428
J	655	4	880	576	1200	786	1400	917
TOTAL		52	11440	4892	15600	6674	18200	7787

NOTES:

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

A*TAP-2 CONFIGURATION

COMP	ARM	TROOP	220	MOM	300	MOM	350	MOM
D	309	6	1320	408	1800	556	2100	649
E	369	6	1320	487	1800	664	2100	775
F	429	6	1320	566	1800	772	2100	901
G	487	6	1320	642	1800	877	2100	1023
H	557	8	1760	980	2400	1337	2800	1560
I	612	2	440	269	600	367	700	428

J	655	4	880	576	1200	786	1400	917
TOTAL		38	8360	3928	11400	5359	13300	6253
NOTES:								
1. Load C/B for a full load is FS 485.								
2. Two loadmasters (K compartment) not included in this table.								
TAP-3 CONFIGURATION								
COMP	ARM	TROOP	220	MOM	300	MOM	350	MOM
C	263	2	440	116	600	158	700	184
D	309	6	1320	408	1800	556	2100	649
E	369	6	1320	487	1800	664	2100	775
F	429	6	1320	566	1800	772	2100	901
G	487	6	1320	642	1800	877	2100	1023
H	557	8	1760	980	2400	1337	2800	1560
I	612	2	440	269	600	367	700	428
J	655	4	880	576	1200	786	1400	917
TOTAL		40	8800	4044	12000	5517	14000	6437
NOTES:								
1. Load C/B for a full load is FS 474.								
2. Two loadmasters (K compartment) not included in this table.								
3. Seatbelts on 20-inch configuration.								
A*TAP-3 CONFIGURATION								
COMP	ARM	TROOP	220	MOM	300	MOM	350	MOM
E	369	2	440	162	600	221	700	258
F	429	6	1320	566	1800	772	2100	901
G	487	6	1320	642	1800	877	2100	1023
H	557	8	1760	980	2400	1337	2800	1560
I	612	2	440	269	600	367	700	428
J	655	4	880	576	1200	786	1400	917
TOTAL		28	6160	3195	8400	4360	9800	5087
NOTES:								
1. Load C/B for a full load is FS 536.								
2. Two loadmasters (K compartment) not included in this table.								
3. Seatbelts on 20-inch configuration.								

Table 5.4. Passenger Loading Tables.

P-1 CONFIGURATION (175-250LB PAX)								
COMP	ARM	PAX	175	MOM	210	MOM	250	MOM
C	263	4	700	184	840	221	1000	263
D	309	12	2100	649	2520	779	3000	927
E	369	12	2100	775	2520	930	3000	1107
F	429	12	2100	901	2520	1081	3000	1287
G	487	12	2100	1023	2520	1227	3000	1461

H	557	16	2800	1560	3360	1872	4000	2228
I	612	8	1400	857	1680	1028	2000	1224
J	655	8	1400	917	1680	1100	2000	1310
K	710	4	700	497	840	596	1000	710
TOTAL		88	15400	7363	18480	8834	22000	10517

P-1 CONFIGURATION (300-400LB PAX)

COMP	ARM	PAX	300	MOM	350	MOM	400	MOM
C	263	4	1200	316	1400	368	1600	421
D	309	12	3600	1112	4200	1298	4800	1483
E	369	12	3600	1328	4200	1550	4800	1771
F	429	12	3600	1544	4200	1802	4800	2059
G	487	12	3600	1753	4200	2045	4800	2338
H	557	16	4800	2674	5600	3119	6400	3565
I	612	8	2400	1469	2800	1714	3200	1958
J	655	8	2400	1572	2800	1834	3200	2096
K	710	4	1200	852	1400	994	1600	1136
TOTAL		88	26400	1262	30800	14724	35200	16827

NOTES:

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

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

COMP	ARM	PAX	175	MOM	210	MOM	250	MOM
D	309	4	700	216	840	260	1000	309
E	369	12	2100	775	2520	930	3000	1107
F	429	12	2100	901	2520	1081	3000	1287
G	487	12	2100	1023	2520	1227	3000	1461
H	557	16	2800	1560	3360	1872	4000	2228
I	612	8	1400	857	1680	1028	2000	1224
J	655	8	1400	917	1680	1100	2000	1310
K	710	4	700	497	840	596	1000	710
TOTAL		76	13300	6746	15960	8094	19000	9636

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

COMP	ARM	PAX	300	MOM	350	MOM	400	MOM
D	309	4	1200	371	1400	433	1600	494
E	369	12	3600	1328	4200	1550	4800	1771
F	429	12	3600	1544	4200	1802	4800	2059
G	487	12	3600	1753	4200	2045	4800	2338
H	557	16	4800	2674	5600	3119	6400	3565
I	612	8	2400	1469	2800	1714	3200	1958
J	655	8	2400	1572	2800	1834	3200	2096

K	710	4	1200	852	1400	994	1600	1136
TOTAL		76	22800	11563	26600	13491	30400	15417

NOTES:

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

CP-2 CONFIGURATION (175-250LB PAX)

COMP	ARM	PAX	175	MOM	210	MOM	250	MOM
C	263	4	700	184	840	221	1000	263
D	309	12	2100	649	2520	779	3000	927
TOTAL		16	2800	833	3360	1000	4000	1190

CP-2 CONFIGURATION (300-400LB PAX)

COMP	ARM	PAX	300	MOM	350	MOM	400	MOM
C	263	4	1200	316	1400	368	1600	421
D	309	12	3600	1112	4200	1298	4800	1483
TOTAL		16	4800	1428	5600	1666	6400	1904

NOTES:

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

CP-3 CONFIGURATION (175-250LB PAX)

COMP	ARM	PAX	175	MOM	210	MOM	250	MOM
C	263	4	700	184	840	221	1000	263
D	309	12	2100	649	2520	779	3000	927
E	369	12	2100	775	2520	930	3000	1107
F	429	4	700	300	840	360	1000	429
TOTAL		32	5600	1908	6720	2290	8000	2726

CP-3 CONFIGURATION (300-400LB PAX)

COMP	ARM	PAX	300	MOM	350	MOM	400	MOM
C	263	4	1200	316	1400	368	1600	421
D	309	12	3600	1112	4200	1298	4800	1483
E	369	12	3600	1328	4200	1550	4800	1771
F	429	4	1200	515	1400	601	1600	686
TOTAL		32	9600	3271	11200	3817	12800	4361

NOTES:

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

CP-4 CONFIGURATION (175-250LB PAX)

COMP	ARM	PAX	175	MOM	210	MOM	250	MOM
C	263	4	700	184	840	221	1000	263

D	309	12	2100	649	2520	779	3000	927
E	369	12	2100	775	2520	930	3000	1107
F	429	12	2100	901	2520	1081	3000	1287
G	487	10	1750	852	2100	1023	2500	1218
TOTAL		50	8750	3361	10500	4034	12500	4802

CP-4 CONFIGURATION (300-400LB PAX)

COMP	ARM	PAX	300	MOM	350	MOM	400	MOM
C	263	4	1200	316	1400	368	1600	421
D	309	12	3600	1112	4200	1298	4800	1483
E	369	12	3600	1328	4200	1550	4800	1771
F	429	12	3600	1544	4200	1802	4800	2059
G	487	10	3000	1461	3500	1705	4000	1948
TOTAL		50	15000	5761	17500	6723	20000	7682

NOTES:

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

CP-5 CONFIGURATION (175-250LB PAX)

COMP	ARM	PAX	175	MOM	210	MOM	250	MOM
C	263	4	700	184	840	221	1000	263
D	309	12	2100	649	2520	779	3000	927
E	369	12	2100	775	2520	930	3000	1107
F	429	12	2100	901	2520	1081	3000	1287
G	487	12	2100	1023	2520	1227	3000	1461
H	557	14	2450	1365	940	1638	3500	1950
I	612	2	350	214	420	257	500	306
TOTAL		68	11900	5111	14280	6133	17000	7301

CP-5 CONFIGURATION (300-400LB PAX)

COMP	ARM	PAX	300	MOM	350	MOM	400	MOM
C	263	4	1200	316	1400	368	1600	421
D	309	12	3600	1112	4200	1298	4800	1483
E	369	12	3600	1328	4200	1550	4800	1771
F	429	12	3600	1544	4200	1802	4800	2059
G	487	12	3600	1753	4200	2045	4800	2338
H	557	14	4200	2339	4900	2729	5600	3119
I	612	2	600	367	700	428	800	490
TOTAL		68	20400	8759	23800	10220	27200	11681

NOTES:

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

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

COMP	ARM	PAX	175	MOM	210	MOM	250	MOM
D	309	2	350	108	420	130	500	155
E	369	11	1925	710	2310	852	2750	1015
F	429	12	2100	901	2520	1081	3000	1287
G	487	11	1925	937	2310	1125	2750	1339
H	557	18	3150	1755	3780	2105	4500	2507
I	612	4	700	428	840	514	1000	612
TOTAL		58	10150	4839	12180	5807	14500	6915
A*CP-5 CONFIGURATION (300-400LB PAX)								
COMP	ARM	PAX	300	MOM	350	MOM	400	MOM
D	309	2	600	185	700	216	800	247
E	369	11	3300	1218	3850	1421	4400	1624
F	429	12	3600	1544	4200	1802	4800	2059
G	487	11	3300	1607	3850	1875	4400	2143
H	557	18	5400	3008	6300	3509	7200	4010
I	612	4	1200	734	1400	857	1600	979
TOTAL		58	17400	8296	20300	9680	23200	11062
NOTES:								
1. Passenger load C/B for full load is FS 477.								
2. Two loadmasters (K compartment) not included in this table.								
3. Seatbelts on 20-inch configuration.								

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

NUMBER OF PERSONNEL	SIX HOURS OR LESS	SIX TO NINE HOURS	NINE TO 12 HOURS
20	3	4	5
25	4	5	7
30	4	6	8
35	5	7	9
40	5	8	10
45	6	9	12
50	7	10	13
55	7	11	14
60	8	12	15
65	9	13	17
70	9	14	18
75	10	14	19
80	10	15	20
85	11	16	22
90	12	17	23
NOTE: 128 ounces = 1 gallon.			

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Deputy Chief of Staff, Operations

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

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T.O. 1C-130A-9, Cargo Loading Manual, 4 September 2018

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T.O. 1C-130A-21, *Equipment Inventory List, C-130 Airplanes*, 15 July 2019

AFMAN 11-202, Volume 3, *Flight Operations*, 10 June 2020

AFMAN 11-301, Volume 2, *Management and Configuration Requirements for Aircrew Flight Equipment (AFE)*, 13 February 2020

Adopted Forms

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

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

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

ACL—Allowable Cabin Load

AE—Aeromedical Evacuation

AET—Aeromedical Evacuation Technician

AECM—Aeromedical Evacuation Crewmember

AFI—Air Force Instruction

AFE—Aircrew Flight Equipment

AMARG—Aerospace Maintenance And Regeneration Group

AOC—Air and Space Operations Center

A/R—As Required

ATGL—Air Transport Galley/Lavatory

BSA—Buffer Stop Assembly
CDS—Container Delivery System
CMT—Charge Medical Technician
CG—Center of Gravity
CVR—Center Vertical Restraint
DIRMOBFOR—Director, Mobility Forces
DO—Director of Operations
DV—Distinguisher Visitor
EBSA—Expendable Buffer Stop Assembly
EPJS—Extraction Parachute Jettison System
EPOS—Emergency Passenger Oxygen System
ERO—Engine Running Onload/Offload
FN—Qualified Flight Nurses
F.S.—Fuselage Station
HAHO—High Altitude High Opening
HALO—High Altitude Low Opening
IB—Inboard Fuel Tanks
JA/ATT—Joint Airborne/Air Transportability Training
JPADS—Joint Precision Aerial Delivery System
LMCS—Loadmaster Crashworthy Seat
LPU—Life Preserver Unit
MAC—Mean Aerodynamic Chord
MAFFS—Modular Airborne Fire Fighting System
MAJCOM—Major Command (for the purposes of this AFI, includes ANG)
MCD—Medical Crew Director
MEP—Mission Essential Personnel
MOST—Mobile Oxygen Storage Tank
MXG/CC—Maintenance Group Commander
NASA—National Aeronautics and Space Administration
OB—Outboard Fuel Tanks
OG/CC—Operations Group Commander
OPORD—Operations Orders

OPLAN—Operations Plan

ORI—Operational Readiness Inspections

PBE—Protective Breathing Equipment

PCK—Protective Clothing Kit

PDM—Programmed Depot Maintenance

POK—Passenger Oxygen Kit

PPH—Pounds Per Hour

PTLOX—Portable Therapeutic Liquid Oxygen

RAMZ—Rigging Alternate Method Zodiac

SAAM—Special Assignment Airlift Mission

TACC—Tanker Airlift Control Center

Terms

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

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

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

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

Contingency Mission—Mission operated in direct support of an operations orders (OPORD), operations plan (OPLAN), disaster, or emergency.

Director, Mobility Forces (DIRMOBFOR)—Normally a senior officer who is familiar with the AOR or joint operations area and possesses an extensive background in Air Mobility Operations. When established, the DIRMOBFOR serves as the designated agent for all air mobility issues in the AOR or joint operations area, and for other duties as directed. The DIRMOBFOR exercises coordinating authority between the AOC (or appropriate theater C2 node), the TACC, the Air Mobility Operations Control Center (when established and when supporting subordinate command objectives), and the Joint Movement Center, in order to expedite the resolution of air mobility issues. The DIRMOBFOR may be sourced from the theater's organizations or US Transportation Command. Additionally, the DIRMOBFOR, when designated, will ensure the effective integration of intertheater and intratheater air mobility operations, and facilitate the conduct of intratheater air mobility operations.

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

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

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

Medical Crew Director (MCD)—A qualified Flight Nurse (FN) responsible for supervising patient care and AECMs assigned to AE missions.

Modular Airborne Fire Fighting System (MAFFS)—A palletized pressurized tank system and dispensing nozzle loaded on C-130H aircraft modified by TCTO 1C-130-2058 and TCTO 1C-130-2059. When mobilized, MAFFS equipped aircraft will be employed in support of the National Interagency Fire Center (NIFC) or a respective State agency responsible for firefighting to control forest/wildland fires.

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

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

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

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