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Flying Operations

C-130J OPERATIONS CONFIGURATION AND MISSION PLANNING

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This Addenda supports Air Force Manual (AFMAN) 11-2C-130J Volume 3, *C-130J Operations Procedures*, in implementing Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*. It establishes guidelines for the basic configurations for C-130J-30 and C-130J aircraft to accomplish their worldwide mobility missions safely and successfully. This is a specialized publication intended for use by Airmen who have graduated from technical training related to this publication. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. This AFMAN Addenda applies to all civilian employees and uniformed members of the Regular Air Force, Air National Guard (ANG), and Air Force Reserve (AFR). This AFMAN Addenda does not apply to the United States Space Force. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using DAF Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all direct Supplements must be routed to the OPR of this publication for coordination prior to certification and approval. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor's commander for non-tiered compliance items. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with

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SUMMARY OF CHANGES

This document has been substantially revised and needs to be completely reviewed. Major changes include multiple incorporated flight crew information files (FCIF). Chapter 3, paragraph 3.4 Passenger/Troop drinking water requirements changed, and minimum passenger drinking water table was removed. **Paragraph 3.5**., Configuration Floor Plans updated to incorporate the loadmaster crashworthy seat (LMCS), visually depicts Aircrew flight equipment (AFE) overhead racks height restriction and latrine cutout. **Chapter 4**, **paragraph 4.2.3** addresses added safety aisle requirements for the area around the Loadmaster crashworthy seat (LMCS). Chapter 5 changes procedures on calculation of allowable cabin load (ACL) and forward and aft center of gravity (CG) limits and guidance for electronic Form F's. There are also minor grammatical changes throughout all chapters.

Chapter 1

INTRODUCTION

1.1. General. This manual establishes basic cargo compartment configuration, standard equipment, and equipment locations aboard C-130J-30, C-130J, and WC-130J aircraft. Aircraft will not have toolboxes larger than the standard crew chief toolbox, nor large garbage cans onboard the aircraft. **(T-2)** Some C-130J aircraft have additional equipment installed that may affect configuring the aircraft as listed. For operational planning purposes, each configuration has an average time annotated and number of personnel to configure the airplane. The times quoted are approximate figures and are configuration times only. They do not include de-configuration times. For example, reconfiguring from a P-1 configuration, 128 sidewall and center aisle seats to a C-1 configuration (clean floor) requires more than one-half hour for one person, which is the time allocated to configure a C-1 configuration. Units with operational control over the WC-130J will determine standard configurations except when aircraft are gained to AMC. **(T-3)**

1.2. 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 that a crewmember may encounter during contingency operations. During these times the loadmaster must use his/her sound judgment and operational risk management to meet mission demands.

1.3. Standard Configuration Codes. Units will use the following codes when referring to C-130J-30 and C-130J cargo compartment configurations. **(T-3)**

1.3.1. S - C-130J (short version)

1.3.2. A* - Armor Equipped Aircraft

1.3.3. AE - Aeromedical Evacuation

1.3.4. C - Cargo

1.3.5. CP - Cargo and Passengers

1.3.6. P - Passengers

1.3.7. MAFFS – Modular Airborne Fire Fighting System

1.3.8. NASA - National Aeronautics and Space Administration

1.3.9. TAC - Tactical Airdrop Cargo

1.3.10. TAP - Tactical Airdrop Paratroop

1.4. 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 aircraft equipment compatibility. Each mission directive will identify basic configuration codes and modifications to satisfy mission requirements **(T-2)** For example, an aeromedical evacuation mission may require more litters than available in configuration AE-1. Consult appropriate configuration charts to determine where the desired additional litters can be installed, and which seats must be removed. Indicate in the mission directive, by position (left or right, and number) which seats are deleted and (by alphabetical position) litter tier provisions are

installed. Example: Configuration AE-1(Mod), remove seats 12, 13, 14, and 15 left and right, install litter tier provisions C and D.

1.5. Weight and Balance. Configuration equipment and necessary supply changes affect aircraft weight and balance. To standardize equipment quantities and location, items shown in **Table 3.1** will be included in the aircraft basic weight and remain on the aircraft except for maintenance and inspections. **(T-2)** Equipment listed in **Table 3.2 and Table 3.3** will be added as necessary when computing the weight and balance and entered in Communications/Navigation/Identification-Management Unit (CNI-MU) and references 5, 6, or 7 of DD Form 365-4, *Weight and Balance Clearance Form F – Transport/Tactical*, when required. **(T-2)** The loadmaster will enter the weight contained in the required equipment table for the applicable configuration in the CNI-MU and when preparing DD Form 365-4. **(T-2)** Adjustments will be made when the actual on-board weight of these items vary from the data shown. **(T-2)** Add aircraft armor IAW **Table 5.2** and defensive system equipment IAW **Table 5.3** into the EXTRA line of the CNI-MU or DD Form 365-4 (if used) if armor and/or defensive systems are installed on the aircraft. Paratroop door armor moments need to be re-calculated when armor is re-positioned.

1.6. Aircraft Configuration Waivers and Supplements. Follow waiver protocol in AFMAN 11-2C-130J, Volume 3, *C-130J Operations Procedures*.

Chapter 2

ROLES AND RESPONSIBILITIES

2.1. Overview. Operational plans must consider the most appropriate configuration that satisfies mission requirements and permits the minimum number of variations and man-hours to change. United States Air Force (USAF) units performing services on C-130J-30, C-130J and WC-130J aircraft (i.e., maintenance, aerial port, and aircrew flight equipment (AFE)) will be configuring the aircraft in accordance with (IAW) this manual and as outlined in mission directives, to include equipment stowage/installation IAW the configuration and equipment tables. **(T-2)**

2.1.1. AFE. AFE personnel will ensure all life sustaining equipment is positioned on the aircraft to meet mission requirements IAW **Table 3.3**. **(T-3)**

2.1.2. Maintenance. Maintenance personnel will ensure all required and mission specific equipment is positioned aboard the aircraft to meet mission requirements IAW **Table 3.1 and Table 3.2** **(T-3)** Some equipment listed in **Table 3.2** is roll on/roll off equipment controlled by unit-designated personnel. Before home station departure, maintenance personnel are responsible for configuring the aircraft (including modifications) to meet mission requirements IAW **Figure 4.1** through **Figure 4.65**. **(T-3)** After departure from home station, the aircrew will accomplish all configurations with assistance by maintenance and/or aerial port personnel if available. **(T-3)**

2.1.3. Aircrew. During preflight, aircrew will ensure required mission equipment has been provided and is properly installed. **(T-3)**

2.1.3.1. Loadmaster (LM). 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.). **(T-3)**

2.1.3.2. LMs have overall responsibility for configuration management and proper installation of equipment on the aircraft. Aircraft commanders have final authority on aircraft configuration.

Chapter 3

CONSOLIDATED EQUIPMENT TABLES

3.1. General. Configure all models of the C-130J aircraft with the equipment listed in **Table 3.1** **(T-2)** Items listed in **Table 3.2**., Mission Specific Equipment, are added, as necessary, to attain a specific configuration and/or comply with mission directives. **(T-2, unless otherwise denoted)** The aircraft will be configured with all required equipment prior to deployment to support hostilities, periodic depot maintenance (PDM) input and for transfer for assignment. **(T-2)**

3.1.1. Aircraft Returning from Off station. Upon return from off station operations, maintenance personnel will ensure any mission specific equipment is removed from the aircraft at the earliest opportunity. **(T-3)** All added equipment will be removed; under no circumstances will an aircraft be flown in a partial configuration. **(T-3) Note:** Items listed in the table below are for stretch aircraft. Short aircraft numbers are in parentheses as needed.

Table 3.1. Required Equipment.

Equipment	Quantity	Location
Aerial Delivery System pendulum pivot arm cover	1	Stowed on Pivot Arm.
Air conditioning plugs	2	Secured A/R when not installed.
Anchor cables with reels	4	Two cables installed in cargo compartment and two cables with four reels are stowed at LS 1171(891) left/right side.
Anchor cable support braces	4	Stowed aft of ramp control panel.
Auxiliary Power Unit exhaust plug	1	Secured A/R when not installed.
Auxiliary ground loading ramps	2	Stowed in the cargo door. (WC-130J: Stowed A/R)
Axe, hand emergency	2	As prescribed by the flight manual.
Belt, seat safety	128 (92)	Installed/stowed with each seat aboard the aircraft. 2 sets per two-man seat, 1 set per one-man seat.
Black out window covers	1 per window	Stowed near window or A/R.
CDS auxiliary rollers	4	Stowed in the cargo door.
CDS safety clevis	4	Stowed in a pouch under the Multi-Function Control Display (MFCD). [1]
CDS safety clevis shear pins	12	Stowed in a pouch under the MFCD. [1]
Chain, tiedown 10,000 lb	34	Stowed in bins aft of ramp hinge on the left side.
Chain, tiedown 25,000 lb	6	Stowed in container aft of latrine.

Device, tiedown 10,000 lb	34	Stowed in brackets @ LS 345 (245), 1070 (790) left side, and 1205 (925) right side.
Device, tiedown, 25,000 lb	6	Stowed in brackets aft of latrine.
Ear plugs	1 (box)	Stowed A/R.
Engine intake & exhaust plugs	4/4	Stowed A/R when not in use.
Extinguisher, fire	4	As prescribed in the flight manual.
Fluid, hydraulic (quarts)	21	Stowed in cargo net stowage box aft of the Auxiliary Hydraulic Pump.
Fuel tank drain tube	1	Stowed in overhead bracket @ LS 1280 (970).
Ground wires	2	Stowed A/R when not in use.
Guard assembly, ramp/aft cargo door actuator	2	Stowed in cargo door.
Hand crank, landing gear	2	Stowed as prescribed in the flight manual.
Interphone cord Flight Deck: 1ea. at pilot, co-pilot, center console and additional crew member station. Cargo Compartment: three 100-foot.	7	One at each interphone station.
Jack and tow fittings	2	Stowed in cargo door.
Jack pads	1	Stowed on bulkhead @ LS 345 (245).
Jump platforms, paratroop (set)	1	Stowed above ramp on round structural bars LS 1027 (747) or IAW TCTO 1C-130J-1028. **(T-2)**
Kit, First aid aeronautical	6	As prescribed by the flight manual
Ladder, emergency escape	1	Stowed on the left side forward of the wheel well when not in use.
Ladder, maintenance	1	Stowed A/R when not in use.
Lamp, ALDIS w/lens kit	1	Stowed in box at Augmented Crew Station.
Latrine curtains	2	Configured for use or stowed in cargo door storage bins.
Life rafts	3	Stowed as prescribed in flight manual.
Onboard aircrew flight equipment stowage rack	3	Forward of both wheel wells.
Light, emergency exit	8	Stowed as prescribed by the flight manual.
Litter net, aft	1	Stowed in cargo door.

Litter support brackets	388 (296)	Four installed on each outboard litter track and support strap. Five installed on each side of center seat and litter stanchion and litter strap.
Litter track (paratroop door)	2	Stowed left/right side LS 1141 (870). Units with Loadmaster Crashworthy Seats may remove from aircraft and stow as required. They are required to be carried when specifically tasked for AE missions and Major Command Directorate of Operations (MAJCOM/A3) directs removal of LCWS.
Litter stanchion adapters	3	Stowed in cargo door.
Litter stanchion compression tubes	2	LS 450 (350)
Litter straps (outboard)	18 (12)	Attached to overhead supports and stowed in bags along sidewalls.
Litter straps (inboard)	24 (20)	Attached to overhead supports and stowed in bags along sidewalls, or in bins near ceiling.
Lock assembly, main landing gear	2	Stowed in the cargo door.
Locking kit, ground security	4	1 for each side emergency escape hatch and 1 for each paratroop door.
Main landing gear emergency tiedown fixture	2	Stowed on right sidewall LS 1083 (803).
Oil, engine (quarts)	21	Stowed A/R
Oven, microwave	1	Galley
Oxygen bottle, walk-around (Type MA-1)	4	Stowed as prescribed in the flight manual.
Pallet restraint locking pins	6	Stowed in pouch under MFCD.
Paratroop retriever bar	1	Stowed behind litter stanchion aft of right wheel well.
Pitot covers	2	Stowed A/R when not in use.
Ramp support	1	Stowed A/R.
Rings, tiedown 25,000 lb.	4	Stowed in the cargo door.
Rope, emergency escape	3	Stowed as prescribed in the flight manual.
Seat support brackets, wheel well	16	Stowed on rack forward of right wheel well.
Seat support, wheel well (upper)	2	Installed left and right wheel well area.

Seat back support beams, center aisle (upper)	14 (8)	Stowed in forward cargo compartment LS 397 left and right side and 577 right side; (FS 380 right side).
Seat back support beams, center aisle (lower)	14 (8)	Stowed forward of each troop door in racks at LS 857 left side and 977 right side; (FS 655 left/right side).
Seat back/beam support (extensions)	2	Stowed aft of the left wheel well.
Stanchions (litter/seat)	13 (8)	Stowed in forward cargo compartment at LS 360, 400 left side, 410/610 right side; (FS 260).
Straps, tiedown 5,000 lb	40	Stowed in the racks at LS 550-700 (FS 370-420) left side, remainder in cargo door. Straps removed for local training missions will not fall below levels required for restraint of loose equipment. **(T-3)**
Sun visors	2	Stowed below crew bunk.
Technical publications (G-file)	1 Set	Stowed above MFCD, remainder in lower galley door.
Toolbox	1	Toolbox (if on the aircraft) will be secured per TO 1C-130J-9. **(T-2)** The toolbox may be secured for flight by an alternate method following 516 AESW/657 AESS engineering approval for airworthiness.
Towed parachutist retrieval system (TPRS)	1 Set	Stowed A/R when not in use. 1 set covers both doors.
Troop seats, one-man	8 (4)	Stowed IAW Cargo Loading Manual.
Troop seats, two-man	60 (44)	**C-130-30**: Fourteen seats installed forward of the wheel well, 22 seats stowed under installed seats. Four installed seats aft of wheel well, 4 seats stowed under installed seats. Four seats installed aft of troop doors; 8 seats installed under installed seats. **C-130J**: Ten seats installed forward of the wheel well, four seats installed aft of wheel well, sixteen seats stowed forward of the wheel well under the installed seats. Eight seats stowed aft of the wheel well under the installed seats. (Six seats stowed behind the litter tracks on the right side at FS 350).
Wheel chocks	4	Secured A/R when not in use.

Winch, static line retriever	2	Installed at bulkhead 345 (245) left and right side.
Wrench, main landing gear, emergency extension	1	LS 632 (430)
"Y-Cable" assembly, static line	2	Stowed in cargo door.
Notes: 1. These may be removed at the squadron commander's discretion. If they are removed, they will be maintained by the squadron loadmaster section.		

Table 3.2. Mission Specific Equipment.

Item	Quantity	Remarks/Location
Aircraft protective armor kit	1	Required on combat/contingency missions. Stowed IAW **Table 4.2.**
Auxiliary truck loading ramps	2	Units may remove and retain 10% from the aircraft (based on Primary Aircraft Authorized (PAA)) of the total sets. 90% will be permanently removed from the aircraft. They are required to be carried when specifically tasked on missions transiting non-aerial port locations.
Buffer stop assembly (BSA)	1	As required on CDS airdrop missions IAW TO 1C-130J-9. **(T-2)** Not applicable to WC-130J airplanes.
Container delivery system (CDS) kit	1	Required on CDS missions.[1] Not applicable to WC-130J airplanes.
Dynamic Retasking Capability (DRC) maintenance kit	1	Configure all aircraft equipment IAW Installation Manual. **(T-2)**
Dynamic Retasking Capability (DRC) Aircrew kit	1	As Required on combat/contingency missions. Only carried on operational/training missions when tasked.[1]
Extraction parachute jettison system (EPJS)	1	As required on heavy equipment airdrop missions IAW TO 1C-130J-9.[1] **(T-2)** Not applicable to WC-130J airplanes.
HALO/HPOS kit	1	As required on high altitude airdrop missions IAW AFMAN 11-2C-130J, Volume 3.[1] **(T-2)** Not applicable to WC-130J airplanes.

Joint precision aerial delivery system (JPADS) maintenance kit	1	Required on JPADS/Improved Container Delivery System (I-CDS) airdrop missions. All aircraft equipment will be configured IAW Installation Manual for the JPADS Mission Planner Mission Support Equipment for the C-130J. **(T-3)** A JPADS kit includes GPS Re-Transmission Kit and UHF Drop Sonde Receiver Sub-System.
JPADS Aircrew kit	1	Required on JPADS/I-CDS missions. The aircrew kit includes the High-Altitude Airdrop Mission Planning Kit and required additional oxygen equipment (i.e., oxygen bottles and/or hoses).[1]
Snatch block, portable winching, 13,000 lb capacity	1	Required on combat/contingency missions. Stowed in the cargo door.
Strap, 10K	24	Stowed in Cargo Door when not in use.[1]
Winch assist beam	1	Required on combat/contingency missions. Stowed in the cargo door.
Notes: 1. This equipment is roll on/roll off equipment controlled by unit-designated personnel.		

3.2. Aircrew Flight Equipment Configuration. Mobility Air Forces C-130J aircraft are configured with standard quantities of AFE IAW this manual. Configure aircraft as listed in **Table 3.3** **(T-3)** 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 Air Force Technical Order (AFTO) Form 781A IAW TO 00-20-1 *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*. **(T-2)**

3.2.1. Aircraft Transfer Requirements. AFE will ensure aircraft transfers are conducted IAW TO 00-20-1 *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures* **(T-2)** and AFMAN 11-301V2, *Management and Configuration Requirements for Aircrew Flight Equipment (AFE).* **(T-2)** Without documented coordination and approval, do not transfer aircraft with less than the required equipment. **(T-2)** The losing organization must make up any shortages from on hand assets to ensure transferring aircraft has required equipment. **(T-2)**

3.2.2. AFE Overhead Racks. Handle AFE with care to avoid damage to the equipment. AFE will always be placed in the overhead racks, unless stowed elsewhere for aircraft center of gravity (CG) limitations or overhead racks are removed for specific cargo requirements. **(T-3)** The primary purpose of all overhead racks is for AFE. Other items of equipment placed in the overhead racks must not interfere with AFE life sustaining equipment and should be easily secured. **(T-3)** Oil, hydraulic fluid or other liquids will not be placed on the rack. **(T-3)**

3.2.3. 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. AFE personnel will ensure the aircraft is returned to the Standard configuration at earliest opportunity not to exceed 5 workdays. **(T-3)** The five-work day rule does not apply if the aircraft will be flown during that period. **(T-3)** In this case, the aircraft will be in the proper configuration prior to next flight. **(T-3)** All added equipment will be removed; under no circumstances will an aircraft be flown in a partial configuration. **(T-3)**

Table 3.3. Aircraft Installed Aircrew Flight Equipment Configuration.

Minimum Required Equipment	Standard	PDM Input	Notes
Mask, 358-1506 Series (V-1 or V-7)	5	5	1
Protective breathing equipment (PBE)	5	5	2
Emergency passenger oxygen system (EPOS)	128 (92)	0	3, 6
Protective clothing equipment (PCK)	1	0	6
PCU-17/P restraint harness	3	2	
Parachute, BA-22/BA-30	4	0	6
Survival kit, ML-4	4	0	6
Life raft assembly, 46-person	3	0	7
Adult/Child life preserver (A/C)	128 (92)	0	6
LPU-6/P life preserver (Infant cot)	4	0	4, 6
LPU-10/P life preserver	4	0	5, 6
Survival carrier / Vest / Backpack	4	0	6
Aircrew body armor (Level IIIA)	4	0	6
Anti-exposure suit	0	0	8
Passenger demonstration kit	1	0	6

Notes: Items listed in this table are for stretch aircraft. Short aircraft numbers are in parenthesis as needed.

1. One mask for each primary crewmember onboard is required. Aircraft will be equipped with same version of mask. **(T-3)**

2. Three PBE's will be placed on the flight deck and two in the cargo compartment. **(T-3)**

3. Each aircraft should have one EPOS per passenger. EPOS must be accessible; however, they do not have to be stationed at each seat. Do not exceed FL250 if the number of passengers exceeds the number of EPOS onboard. **(T-3)**

4. On overwater flights exceeding power off gliding distance from land, one LPU-6/P for each child, 18 months and younger is required. **(T-2)**

5. On overwater flights exceeding power off gliding distance from land, one LPU-10/P for each crew member is required. **(T-2)**

6. AETC Only: Equipment items only required for 20% of assigned training aircraft. Items are only required to be installed on off-station missions. **(T-3)**

7. OCONUS units will leave One (1) installed for PDM inputs. **(T-2)**

8. Operations planners, schedulers, or crew will request anti-exposure suits for crew members on any missions planned to operate above 78 degrees North or below 60 degrees South latitude. **(T-2)**

Table 3.4. Required Equipment removal for MAFFS Mission.

MAFFS -21 EQUIPMENT WEIGHT & BALANCE WORKSHEET					
Some or all of following items may be removed from the aircraft for MAFFS missions for weight requirements. Quantities and items may vary due to mission requirements. Notify QA immediately when items are removed.					
Item #	**Description (Qty)**	**W**	**A**	**M**	**Notes**
C-011	Pry bars, wheeled (2)	98	363	35.6	
C-021	Stanchion (10 litter support brackets) (3)	91	362	32.9	3 remain on aircraft.
D-007	Seat support, center (5)	28	397	11.1	
D-008	Stanchion (10 litter support brackets) (5)	152	401	61.0	
D-009	Seat, two man (Right) (2)	13	403	5.2	
D-010	Safety belt (Right) (4)	7	403	2.8	
D-011	Seat, one man (Right) (2)	8	432	3.5	
D-012	Safety belt (Right) (2)	3	432	1.3	
D-017	Seat, two man (Right) (2)	13	463	6.0	

D-018	Safety belt (Right) (4)	7	463	3.2	
E-013	Seat, two man (Left) (2)	13	473	6.1	
E-014	Safety belt (Left) (4)	7	473	3.3	
E-015	Seat, two man (Right) (2)	13	503	6.5	
E-016	Safety belt (Right) (4)	7	503	3.5	
E-017	Seat, two man (Left) (2)	13	513	6.7	
E-018	Safety belt (Left) (4)	7	513	3.6	
E-019	Seat, two man (Right) (2)	13	543	7.1	
E-020	Safety belt (Right) (4)	7	543	3.8	
E-023	Seat, two man (Left) (2)	13	553	7.2	
E-024	Safety belt (Left) (4)	7	553	3.9	
E-027	Seat support, center (4)	67	522	35.0	
E-033	Seat support, center (4)	67	522	35.0	
F-033	Seat, two man (Right) (2)	13	583	7.6	
F-034	Safety belt (Right) (4)	7	583	4.1	
F-035	Seat, two man (Left) (2)	13	593	7.7	
F-036	Safety belt (Left) (4)	7	593	4.2	
F-037	Stanchion ladder (20 litter support brackets)	70	596	41.7	
F-038	Stanchion (10 litter support brackets) (2)	61	599	36.5	
F-039	Seat, two man (Right) (2)	13	623	8.1	
F-040	Safety belt (Right) (4)	7	623	4.4	
F-041	Seat Support, Wheel Well (16)	20	627	12.5	
F-043	Seat, two man (Left) (2)	13	633	8.2	
F-044	Safety belt (Left) (4)	7	633	4.4	
I-016	Seat, two man (Left) (2)	13	837	10.9	
I-017	Safety belt (Left) (4)	7	837	5.9	
I-018	Seat, two man (Right) (2)	13	837	10.9	
I-019	Safety belt (Right) (4)	7	837	5.9	

I-020	Seat support, center (8)	153	857	131.1	
I-022	Seat, two man (Left) (3)	19	877	16.7	Remove sidewall seat.
I-023	Safety belt (Left) (6)	10	877	8.8	
I-024	Seat, two man (Right) (2)	13	877	11.4	
I-025	Safety belt (Right) (4)	7	877	6.1	
J-008	Seat, two man (Left) (2)	13	957	12.4	
J-009	Safety belt (Left) (4)	7	957	6.7	
J-010	Seat, two man (Right) (2)	13	957	12.4	
J-011	Safety belt (Right) (4)	7	957	6.7	
J-013	Seat support, center (5)	59	977	57.6	
J-014	Seat, two man (Left) (2)	13	997	13.0	
J-015	Safety belt (Left) (4)	7	997	7.0	
J-016	Seat, two man (Right) (2)	13	997	13.0	
J-017	Safety belt (Right) (4)	7	997	7.0	
K-007	Paratroop jump platforms (stowed) (2)	51	1035	52.8	
L-009	Ramp, aux truck loading (stowed) RH, (2)	100	1066	106.6	
L-014	Liquid container, 2 Gal, (10)	94	1096	103.0	
M-002	Litter track, paratroop door (4 litter support brackets) (2)	30	1141	34.2	
N-012	Tie down devices, straps MC-1, (40)	135	1218.5	164.5	
N-017 & N-018	Paratroop anchor cable/reel assembly (4)	92	1171	107.7	
	Total W&B Change (—)	**1789**	**755**	**1350.6**	

Chapter 4

FLOOR PLANS AND REQUIRED EQUIPMENT WEIGHT AND BALANCE DATA

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

4.2. Configuration. Although basic configuration modifications are authorized to meet special requirements, the following factors will be complied with when applicable:

4.2.1. Single sidewall seats will not be used unless connected to a double sidewall seat. **(T-3)**

4.2.2. Passengers/ambulatory patients will not be seated closer than 30 inches in front of palletized, netted cargo or cargo secured with straps. **(T-3)** This does not apply to cargo restrained by chains/chain bridle assemblies. When palletized or non-palletized cargo is secured with aircraft tie down chains, the 30-inch spacing is not required. **Exception:** Always maintain the 30-inch spacing on AE missions, when carrying litters. **(T-3)**

4.2.2.1. Parachutes will be carried IAW **Table 3.3**. **(T-3)** When passengers/troops are carried with parachutes on board, up to four seats may not be available in the cargo compartment.

4.2.3. Normal spacing for paratroopers is 24 inches; however, spacing will be as mission dictates. Aircraft without accommodations for 24-inch spacing may be configured in 20-inch spacing. **(T-3)**

4.2.4. Cargo height forward of LS 640 may be restricted if overhead equipment rack(s) protrude into the cargo area. This restriction will be 76 inches and will begin at the inboard side of the cargo handling system rails and extend inboard 12 inches. This restriction could be on either or both sides of the aircraft.

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

4.2.6. Changes in configuration may affect overall aircraft CG. **Note:** The addition of aircraft defensive systems, Kevlar, and other modifications produces a forward CG, which must be countered by adjusting the load center of balance within TO 1C-130J-1 limits. Weight for this equipment is in **Table 5.2 and Table 5.3**.

4.2.7. This chapter's drawings are not drawn precisely to scale with respect to actual aircraft locations. Clear space depicted forward of the first center aisle seat and aft of the last center aisle seat on STAP-1/TAP-1 configuration is unusable. **Note:** Center aisle seats begin at the first seat stanchion point LS 357 (FS 262).

4.2.8. A 20-inch clear area is required on the forward right side of a ramp pallet to allow access to aft latrine facilities. A safety aisle is required in pallet positions four through eight on C-130J-30 aircraft and three through six for C-130J aircraft (**Para 5.2.3.**, **Figure 5.1**). **(T-2)**

4.2.9. Trashcans, other than integral containers, will not be carried. **(T-3)**

4.2.10. Seats 1 and 2, left side will be stowed to allow unrestricted flight deck/crew entrance door access when the seats are not needed to accomplish a specific mission. **(T-3)**

4.2.11. Seat totals listed in the various configurations represent passenger seating when the Loadmaster crashworthy seat is installed.

4.2.12. Enhanced cargo handling system (ECHS) lock and seat stanchion locations are provided in **Table 5.4** for the C-130J-30 and **Table 5.5** for the C-130J.

4.2.13. Aeromedical evacuation (AE) configurations. medical crew directors (MCD) and charge medical technician (CMT) will determine final litter equipment configuration and aeromedical evacuation crewmember (AECM) seating.

4.2.13.1. AECM seat locations may vary based on patient/cabin observation requirements. Up to six seats are required for AECM's/loadmaster(s) depending on crew complement. Seats are numbered for identification from front to rear and will be referred to as seat 1-left, or seat 1-right, etc.

4.2.13.2. Litter tiers are identified alphabetically, and litter spaces identified numerically from lowest (1) to highest (5). On litter tier configuration illustrations, the number in parentheses indicates total litters per tier. Overhead equipment racks, missile defense system modifications, and secure voice communications system will decrease litter capacity in litter tiers adjacent to their installation.

4.2.13.3. Roller conveyers will be stowed where litters and seats are rigged. **(T-3)** AE equipment, which may be secured in unused seats if floor space is limited, may reduce seat availability. Portable therapeutic liquid oxygen (PTLOX) will be stowed in a location to prevent contact with fuels or hydraulic fluids. **(T-3) Note:** Five portable oxygen bottles/protective breathing equipment (PBEs) will be available for AE personnel on AE and NASA configurations. **(T-3)**

4.2.14. Aircraft protective armor will be added as needed and must be added into EXTRA line of the CNI-MU or Ref. 7 of the DD Form 365-4 if used.

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

4.2.16. When seating passengers next to cargo, consideration should be given to cargo (palletized/rolling stock) size and adequate passenger legroom. When loading rolling stock next to passengers, use **Table 4.1** as a reference for spacing requirements. **(T-2)**

Table 4.1. Passenger Legroom Requirements.

Rolling Stock Width Outside the Wheel Well	
Less than 76"	Passengers can sit on both side of rolling stock.
77" to 96"	With cargo offset to one side laterally, passengers can sit on opposite side.
Greater than 97"	No passengers will be seated beside cargo.
Rolling Stock Width Within the Wheel Well	
Less than 52"	Passengers can sit on both side of rolling stock.
53" to 72"	With cargo offset to one side laterally, passengers can sit on opposite side.

Greater than 73"	No passengers will be seated beside cargo.

4.3. Troop Life Preserver. If paratroopers are jumping near or over large bodies of water, the service being airdropped will furnish required life preservers. However, aircraft life preservers, as indicated in applicable configurations, will still be provided as required to cover emergency ditching operations. **(T-3)**

4.4. Passenger/Troop Drinking Water. All missions will have at least 2 gallons of water on board. **(T-3)** When passengers are carried, loadmasters should ensure there is at least one gallon of water per 10 passengers, to include crew. However, crews should not cause mission delay or refuse passengers for airlift when increased water requests cannot be fulfilled. 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.

4.5. Configuration Floor Plans. Configuration floor plans are depicted on **Figure 4.1** through **Figure 4.65**.

Figure 4.1. CONFIGURATION AE-1.

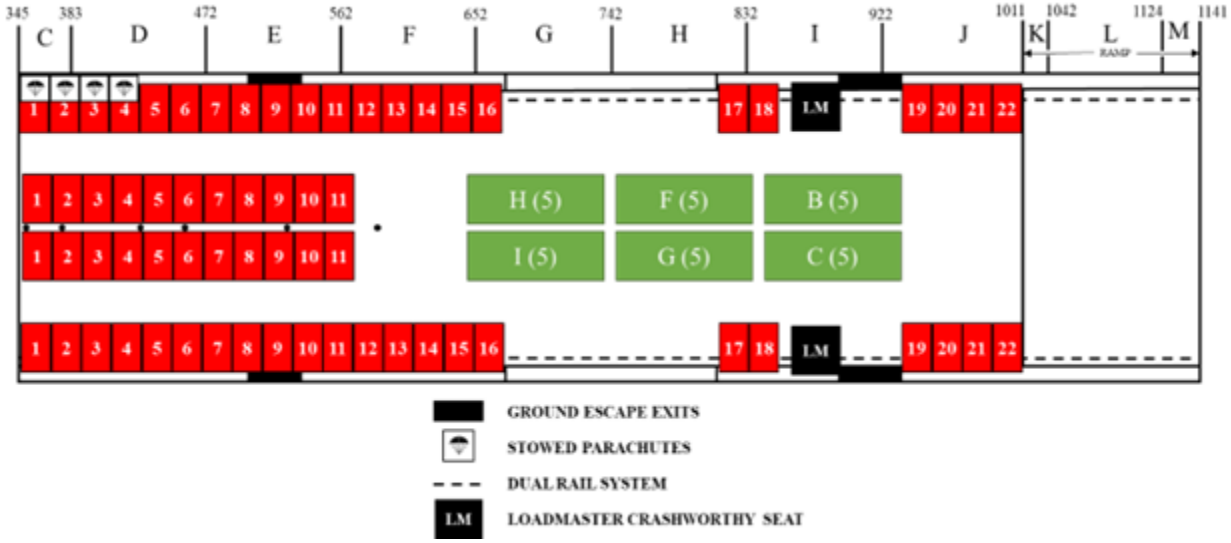


Table 4.2. Configuration AE-1 Information.

Notes:
1. Normally provides 30 litter spaces and 66 seats (seat belts on 20-inch centers). The number of aeromedical evacuation crewmembers governs seat availability.
2. Seats 1, 2 and 3-left will be stowed when they are not specifically requested for the mission.
3. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.
4. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component.

5. Five (5) additional MA-1 walk around bottles with shoulder harness' are required. If MA-1 walk around bottles are not available, five (5) PBEs are needed.

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

AE-1 Loading Table								
Seats per compartment	**C 364**	**D 428**	**E 517**	**F 607**	**G 697**	**H 787**	**I 877**	**J 967**
	6	18	18	10	2	2	2	8

Figure 4.2. CONFIGURATION AE-2.

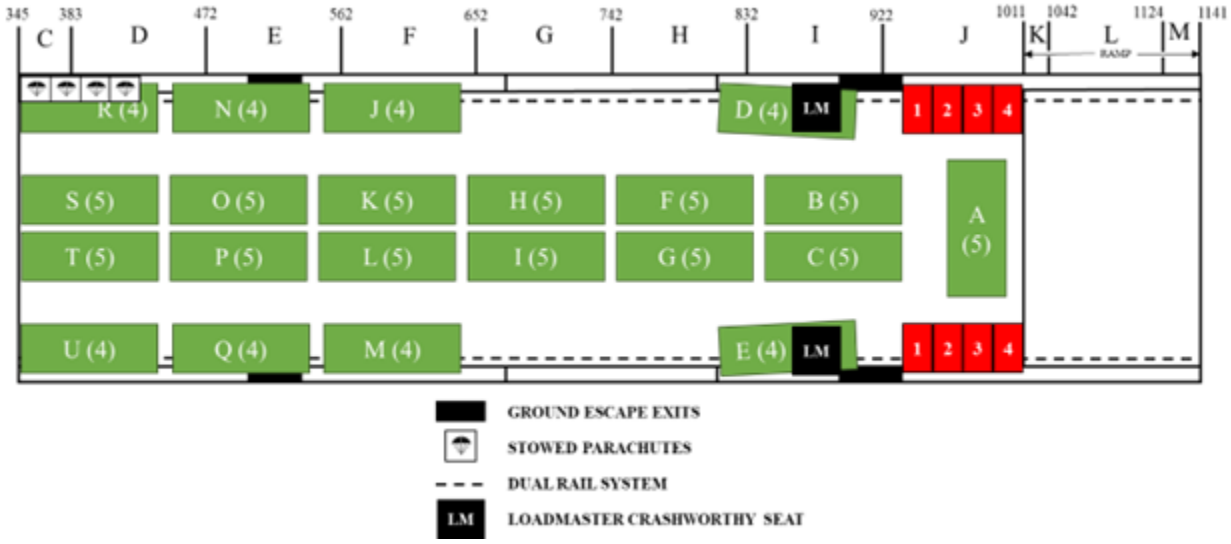


Table 4.3. Configuration AE-2 Information.

Notes:

1. Normally provides 97 litter spaces and 8 seats. **Exception:** To use litter tier provisions D and E, MAJCOM/A3 approval is required to remove the Loadmaster Crashworthy seat and stanchion assembly. If these litter tiers are not required, 4 additional seats are available. The number of aeromedical evacuation crewmembers governs the number of litters available. Additional aircraft equipment may reduce the number of available litter spaces.

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

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

4. Five (5) additional MA-1 walk around bottles with shoulder harness' are required. If MA-1 walk around bottles are not available, five (5) PBEs are needed.

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

AE-2 Loading Table								
Seats per compartment	**C 364**	**D 428**	**E 517**	**F 607**	**G 697**	**H 787**	**I 877**	**J 967**
	0	0	0	0	0	0	0	8

Figure 4.3. CONFIGURATION AE-3.

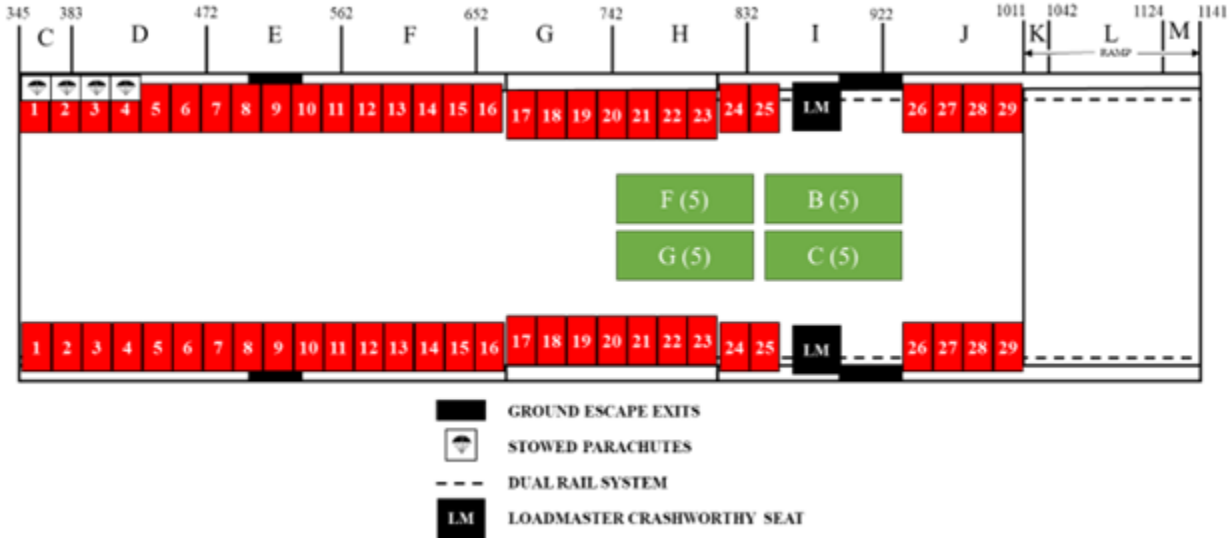


Table 4.4. Configuration AE-3 Information.

Notes:

1. Normally provides 20 litter spaces and 58 seats (seat belts on 20-inch centers). The number of aeromedical evacuation crewmembers governs seat availability.

2. Seats 1, 2 and 3-left will be stowed when they are not specifically requested for the mission.

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

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

5. Five (5) additional MA-1 walk around bottles with shoulder harness' are required. If MA-1 walk around bottles are not available, five (5) PBEs are needed.

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

AE-1 Loading Table								
Seats per compartment	**C 364**	**D 428**	**E 517**	**F 607**	**G 697**	**H 787**	**I 877**	**J 967**

	4	8	10	8	8	10	2	8

Figure 4.4. CONFIGURATION AE-4.

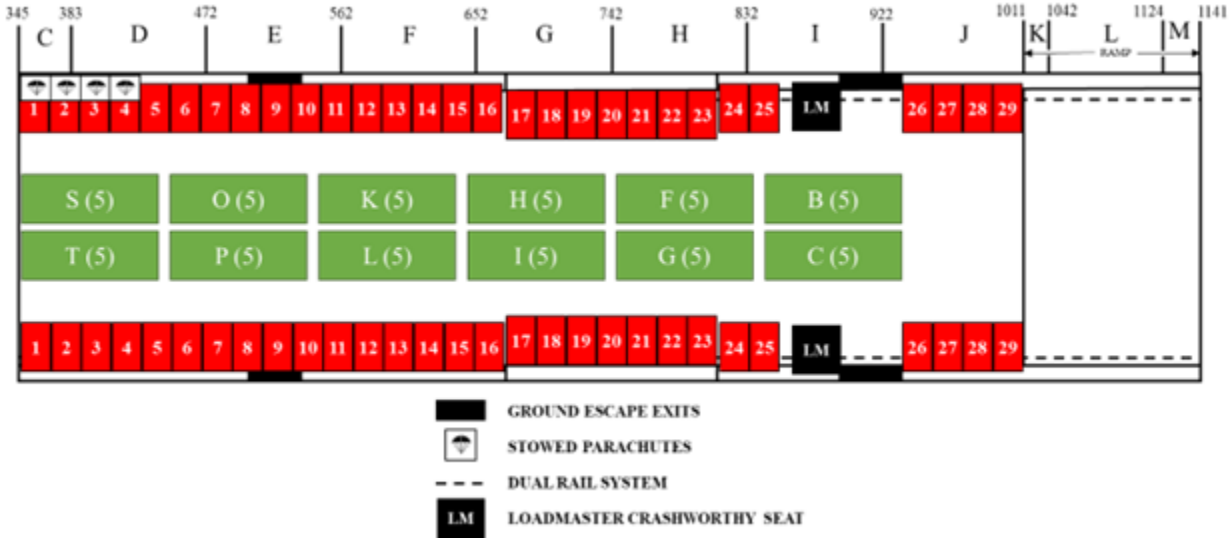


Table 4.5. Configuration AE-4 Information.

Notes:

1. Normally provides 60 litter spaces and 58 seats (seat belts on 20-inch centers). The number of aeromedical evacuation crewmembers governs seat availability.

2. Seats 1, 2 and 3-left will be stowed when they are not specifically requested for the mission.

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

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

5. Five (5) additional MA-1 walk around bottles with shoulder harness' are required. If MA-1 walk around bottles are not available, five (5) PBEs are needed.

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

AE-1 Loading Table

Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	4	8	10	8	8	10	2	8

Figure 4.5. CONFIGURATION AE-5.

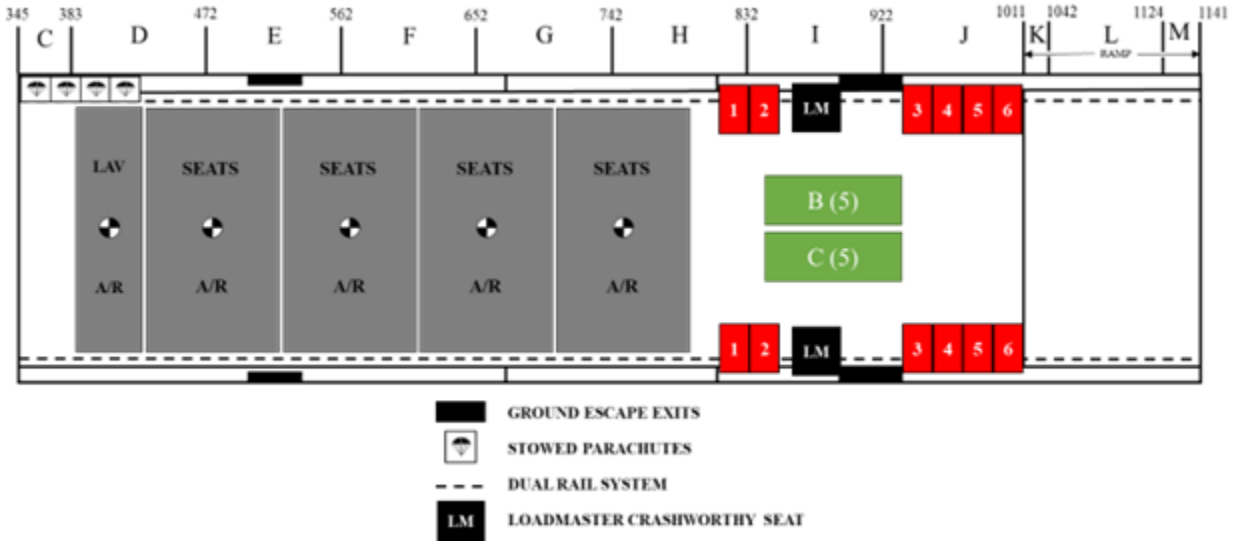


Table 4.6. Configuration AE-5 Information.

Notes:

1. Due to the non-availability of seat pallets at most C-130 bases, load planners and users must coordinate for these items when requesting this configuration. This is a variation to the AE-4 combat/contingency configuration and provides 10 litter spaces, 32 palletized trip seats and 12 seats. The number of aeromedical evacuation crewmembers governs seat availability.

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

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

4. Five (5) additional MA-1 walk around bottles with shoulder harness' are required. If MA-1 walk around bottles are not available, five (5) PBEs are needed.

5. Time to configure is 1 person, 1-1/2 hours.

AE-1 Loading Table

Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	0	0	0	0	0	2	2	8

Figure 4.6. CONFIGURATION C-1.

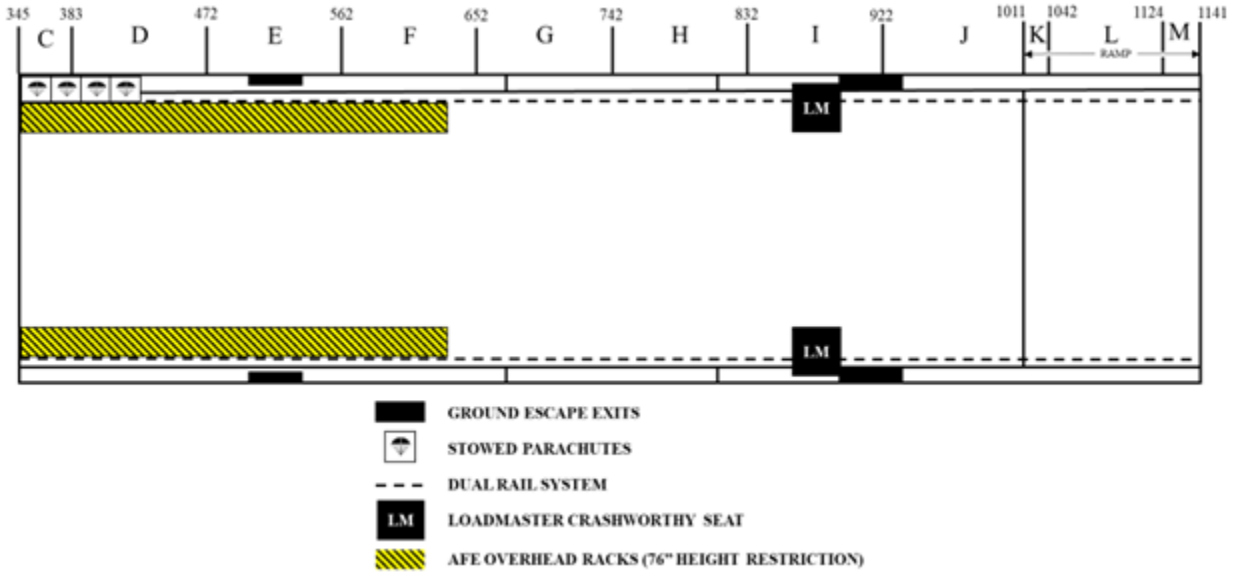


Table 4.7. Configuration C-1 Information.

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

Figure 4.7. CONFIGURATION C-2.

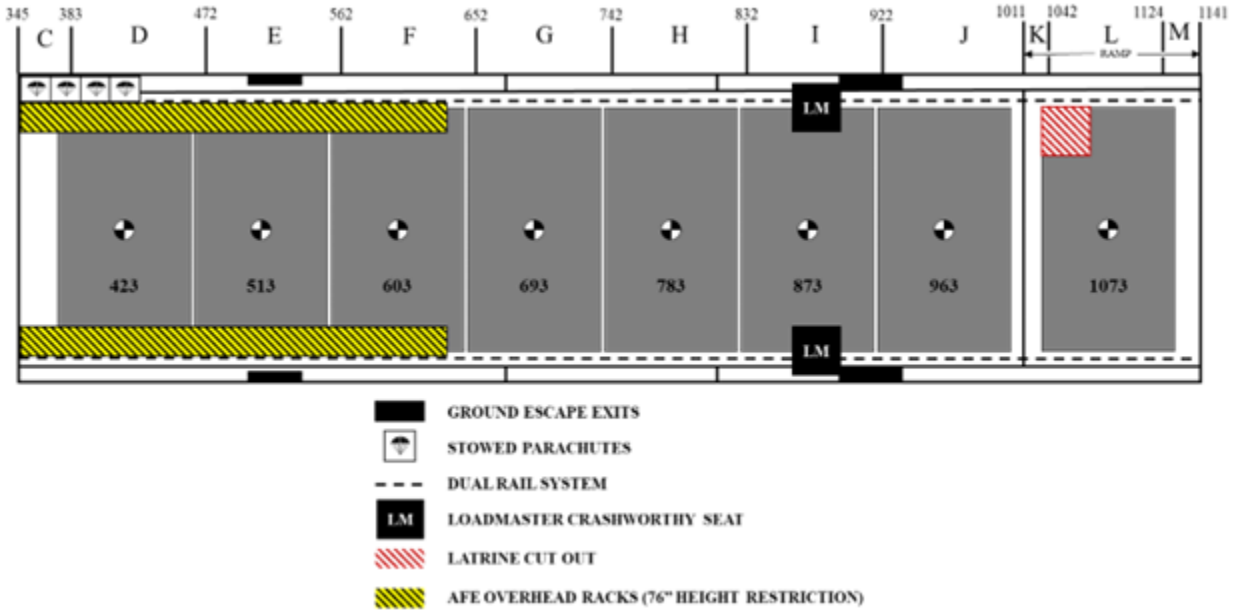


Table 4.8. Configuration C-2 Information.

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

Figure 4.8. CONFIGURATION P-1.

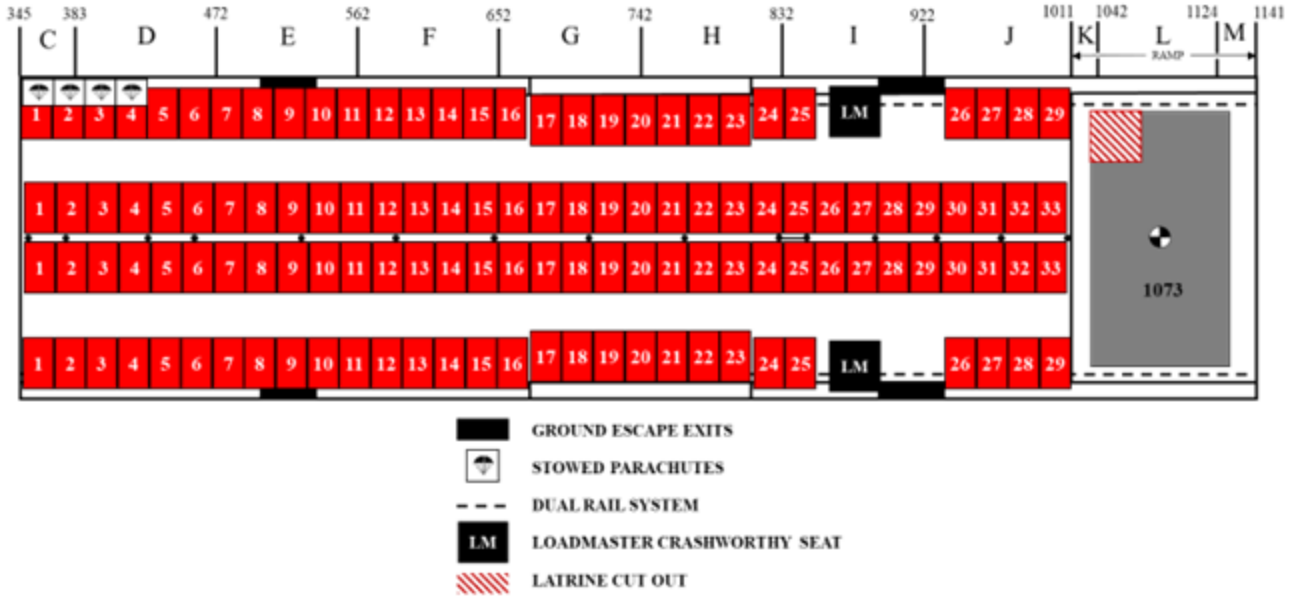


Table 4.9. Configuration P-1 Information.

Notes:
1. Provides one hundred twenty-four (124) seats (seat belts on 20-inch centers) with a baggage pallet in pallet position eight. Overwater flights are limited to a maximum of 138 total personnel, including crew.
2. Cargo floor roller conveyors will be stowed.
3. Time to configure is 2 persons, 2 1/2 hours.

P-1 Loading Table								
Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	6	18	18	18	16	20	10	18

Figure 4.9. CONFIGURATION AP-1.

Table 4.10. Configuration AP-1 Information.

Notes:
1. Provides one hundred eleven (111) seats (seat belts on 20-inch centers) with a baggage pallet in pallet position eight. Overwater flights are limited to a maximum of 138 total personnel, including crew.
2. Cargo floor roller conveyors will be stowed.
3. Time to configure is 2 persons, 2 1/2 hours.

A*P-1 Loading Table								
Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	0	11	18	18	16	20	10	18

Figure 4.10. CONFIGURATION P-2.

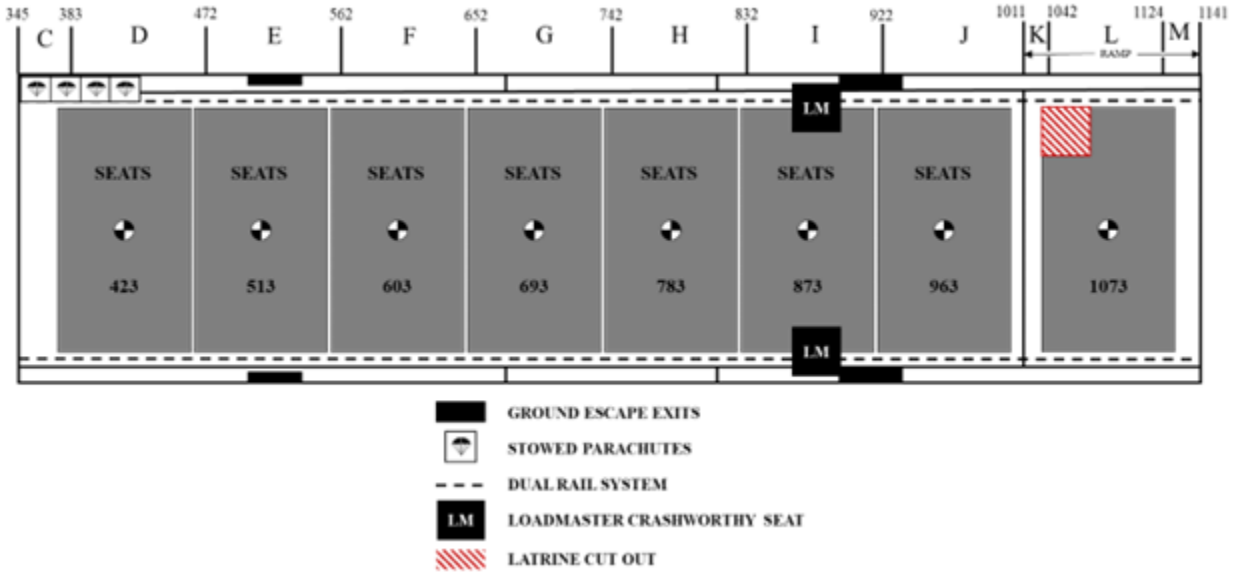


Table 4.11. Configuration P-2 Information.

Notes:
1. Palletized seats offered are variable with a baggage pallet in pallet position eight. Due to the non-availability of seat pallets at most C-130 bases, load planners and users must coordinate for these items when requesting this configuration.
2. Provides fifty-six (56) aft facing palletized seats are offered with a baggage pallet in the number eight-pallet position.

Figure 4.11. CONFIGURATION CP-1.

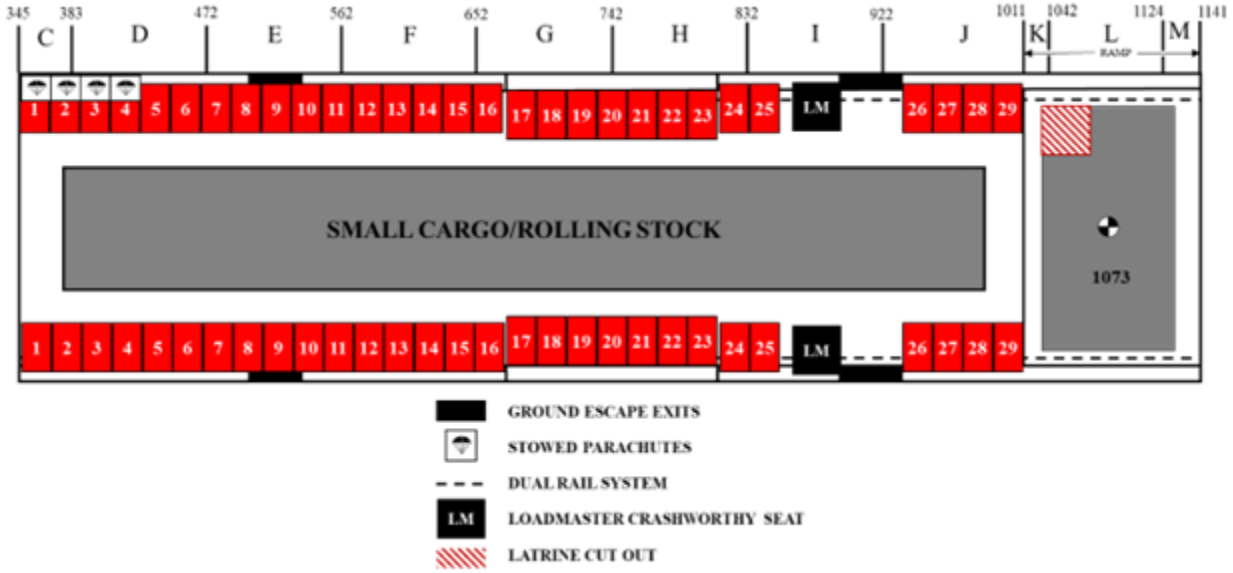


Table 4.12. Configuration CP-1 Information.

Notes:
1. Provides fifty-eight (58) seats (seat belts on 20-inch centers) with a pallet in pallet position eight. Center aisle seats may be installed as required.
2. Cargo space limited to small cargo or rolling stock. See **Table 4.1** for cargo width limitations.
3. Cargo floor roller conveyors will be stowed.
4. Time to configure is 2 persons, 1 hour.

CP-1 Loading Table								
Seats per compartment	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**
	364	**428**	**517**	**607**	**697**	**787**	**877**	**967**
	4	8	10	8	8	10	2	8

Figure 4.12. CONFIGURATION CP-2.

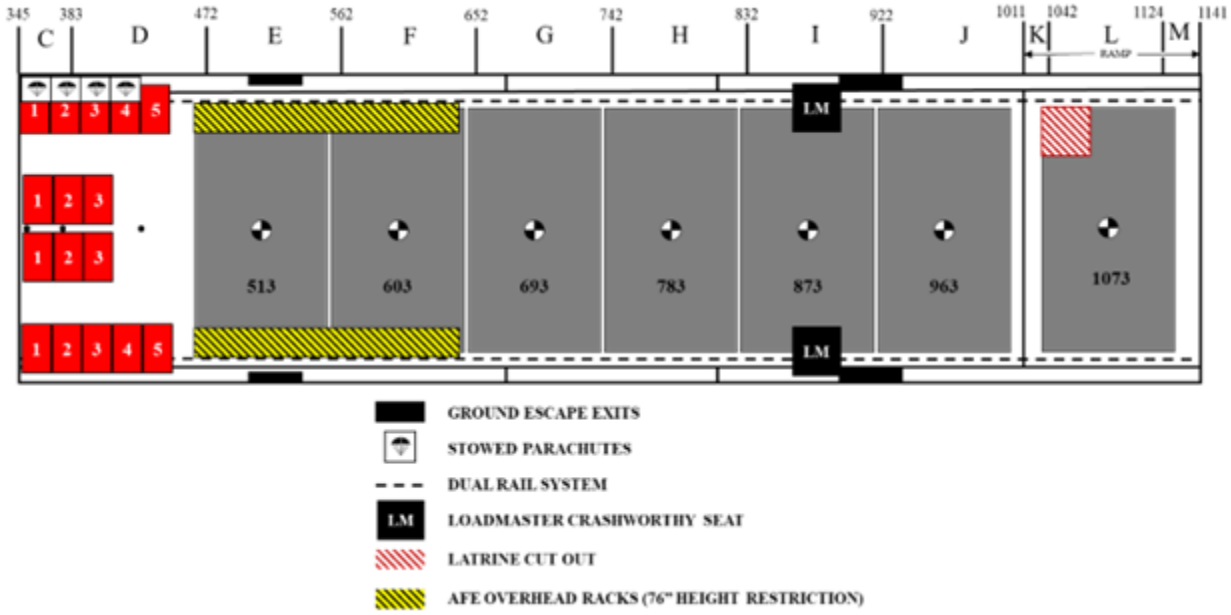


Table 4.13. Configuration CP-2 Information.

Notes:
1. Sixteen (16) sidewall and center aisle seats (seat belts on 20-inch centers) are offered with 7 pallet positions for cargo and baggage.
2. Roller conveyors that are not required will be stowed.
3. Time to configure is 1 person, 1 hour.
CP-2 Loading Table

Seats per compartment	C 364	D 428	E 517	F 607	G 697	H 787	I 877	J 967
	6	10	0	0	0	0	0	0

Figure 4.13. CONFIGURATION CP-3.

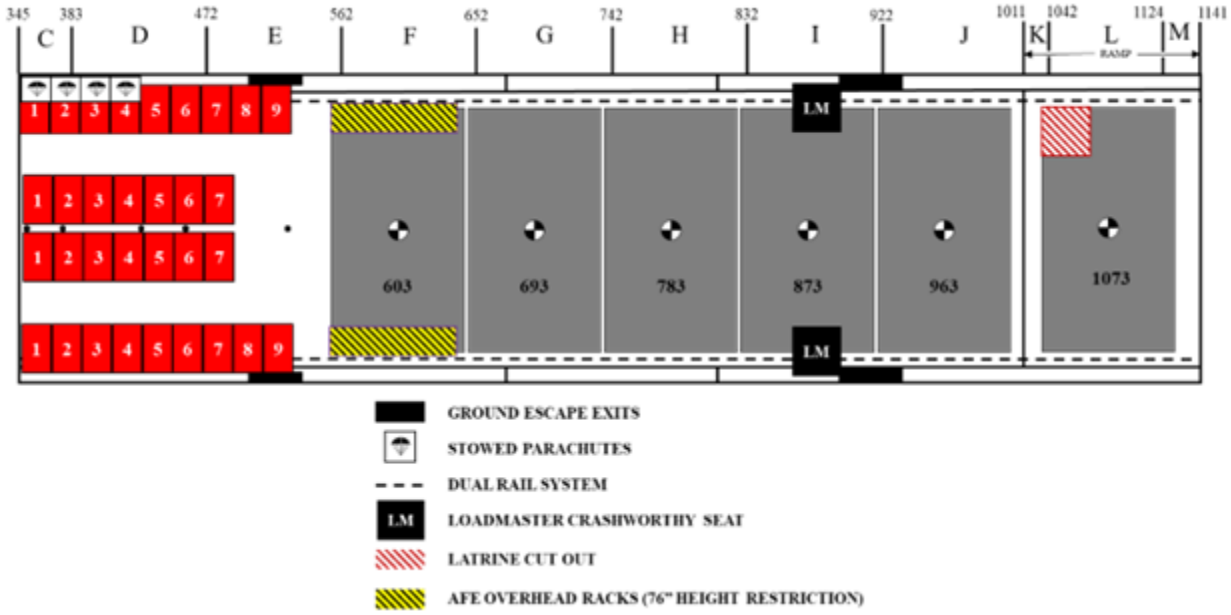


Table 4.14. Configuration CP-3 Information.

Notes: 1. Provides thirty-two (32) seats (seat belts on 20-inch centers) with 6 pallet positions for cargo and baggage. 2. Roller conveyors that are not required will be stowed. 3. Time to configure is 1 person, 1 hour.								
CP-3 Loading Table								
Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	6	18	8	0	0	0	0	0

Figure 4.14. CONFIGURATION CP-4.

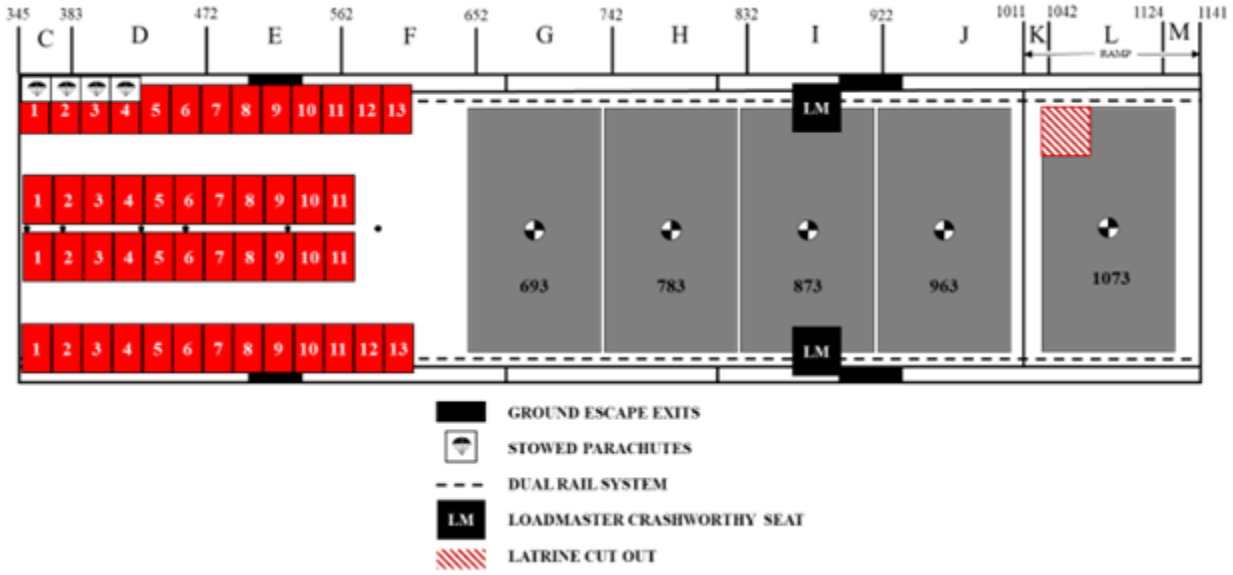


Table 4.15. Configuration CP-4 Information.

Notes:

1. Provides forty-eight (48) seats (seat belts on 20-inch centers) with 5 pallet positions for cargo and baggage.

2. Roller conveyors that are not required will be stowed.

3. Time to configure is 2 persons, 1 1/2 hours.

CP-4 Loading Table

Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	6	18	18	6	0	0	0	0

Figure 4.15. CONFIGURATION CP-5.

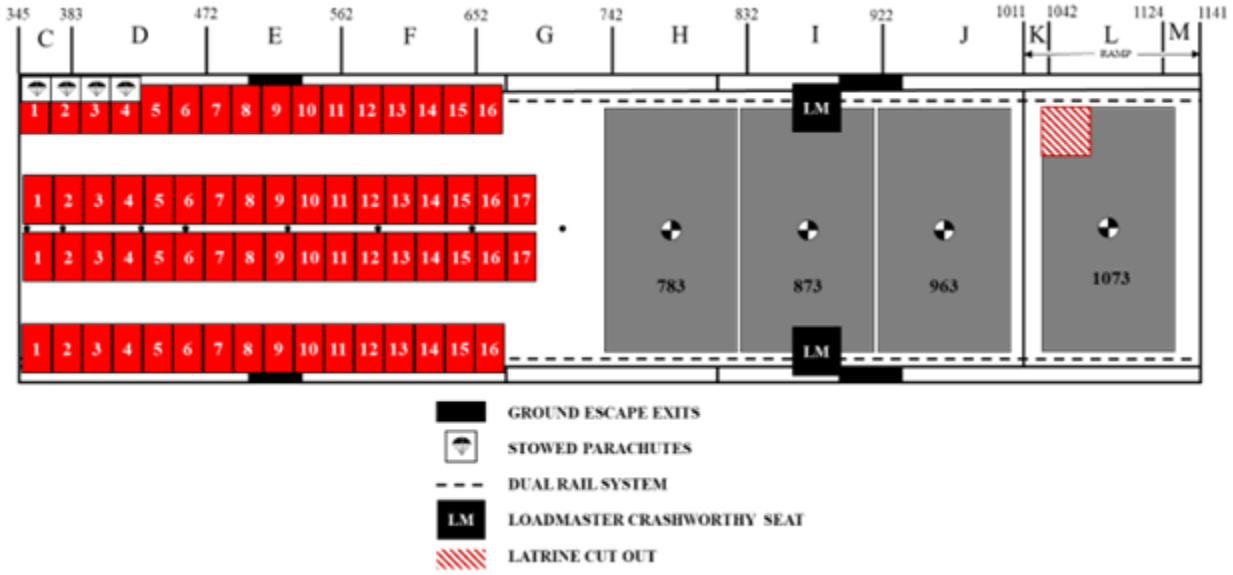


Table 4.16. Configuration CP-5 Information.

Notes: 1. Provides sixty-six (66) seats (seat belts on 20-inch centers) with 4 pallet positions for cargo and baggage. 2. Roller conveyors that are not required will be stowed 3. Time to configure is 2 persons, 2 hours.								
CP-5 Loading Table								
Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	6	18	18	18	6	0	0	0

Figure 4.16. CONFIGURATION ACP-5.

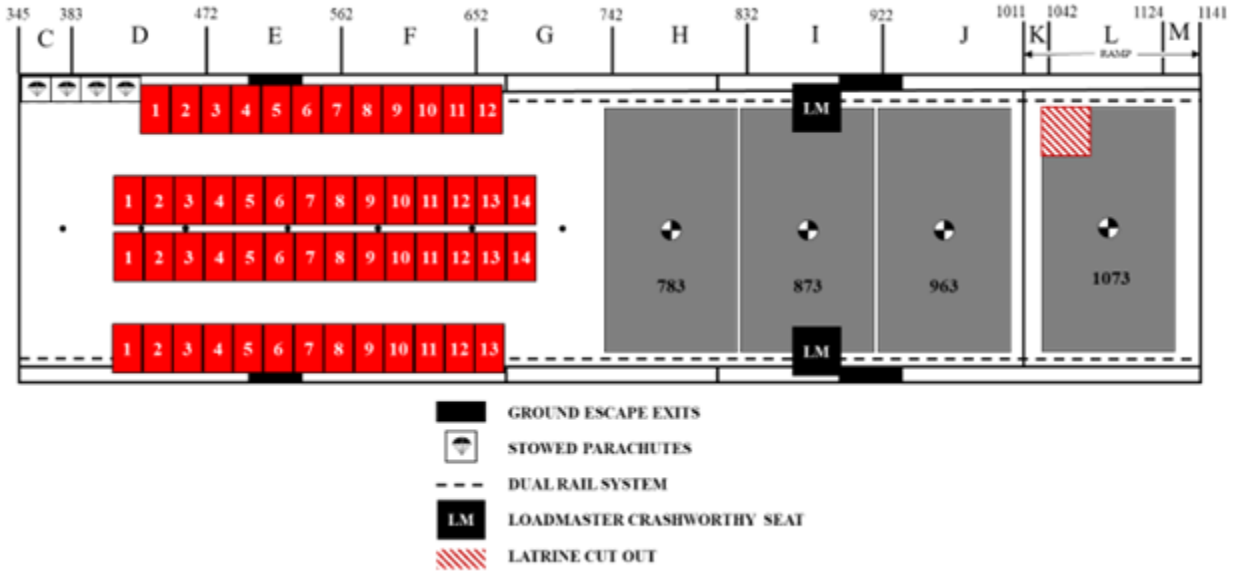


Table 4.17. Configuration ACP-5 Information.

Notes:
1. Provides fifty-three (53) seats (seat belts on 20-inch centers) with 4 pallet positions for cargo and baggage.
2. Roller conveyors that are not required will be stowed.
3. Time to configure is 2 persons, 2 hours.

A*CP-5 Loading Table								
Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	0	11	18	18	6	0	0	0

Figure 4.17. CONFIGURATION CP-6.

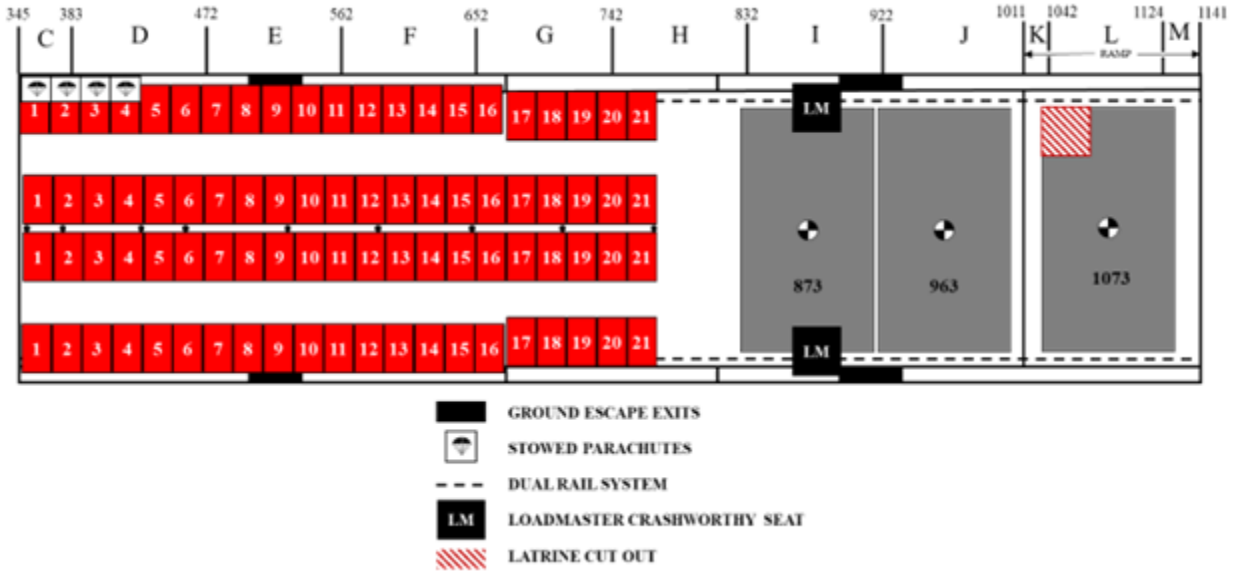


Table 4.18. Configuration CP-6 Information.

Notes:
1. Provides eighty-four (84) seats (seat belts on 20-inch centers) with 3 pallet positions for cargo and baggage.
2. Roller conveyors that are not required will be stowed.
3. Time to configure is 2 persons, 2 hours.

CP-6 Loading Table								
Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	6	18	18	18	16	8	0	0

Figure 4.18. CONFIGURATION ACP-6.

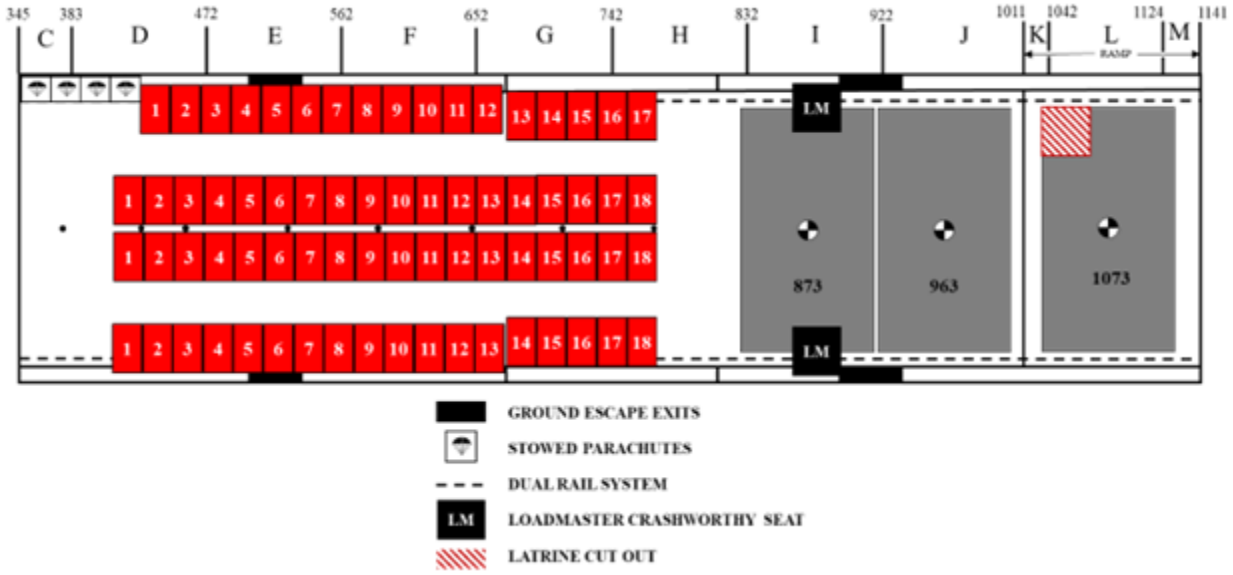


Table 4.19. Configuration ACP-6 Information.

Notes: 1. Provides seventy-one (71) seats (seat belts on 20-inch centers) with 3 pallet positions for cargo and baggage. 2. Roller conveyors that are not required will be stowed. 3. Time to configure is 2 persons, 2 hours.								
A*CP-6 Loading Table								
Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	0	11	18	18	16	8	0	0

Figure 4.19. CONFIGURATION CP-7.

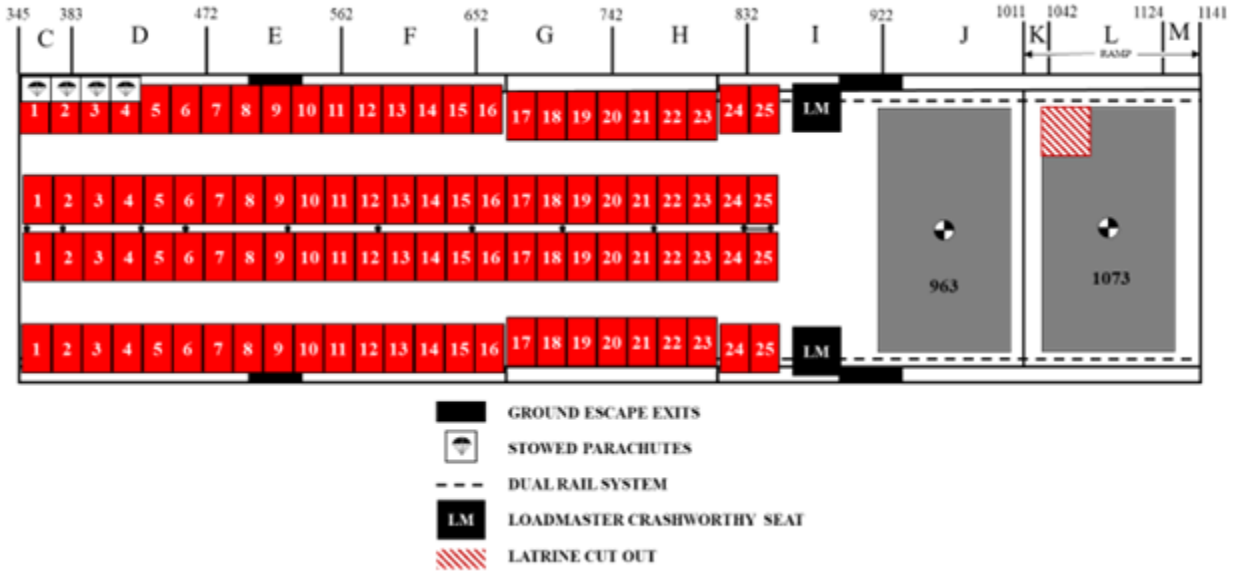


Table 4.20. Configuration CP-7 Information.

Notes: 1. Provides one hundred (100) seats (seat belts on 20-inch centers) with 2 pallet positions for cargo and baggage. 2. Roller conveyors that are not required will be stowed. 3. Time to configure is 2 persons, 2 hours.								
CP-7 Loading Table								
Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	6	18	18	18	16	20	4	0

Figure 4.20. CONFIGURATION ACP-7.

Table 4.21. Configuration ACP-7 Information.

Notes: 1. Provides eighty-seven (87) seats (seat belts on 20-inch centers) with 2 pallet positions for cargo and baggage. 2. Roller conveyors that are not required will be stowed. 3. Time to configure is 2 persons, 2 hours.								
A*CP-7 Loading Table								
Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	0	11	18	18	16	20	4	0

Figure 4.21. CONFIGURATION TAP-1.

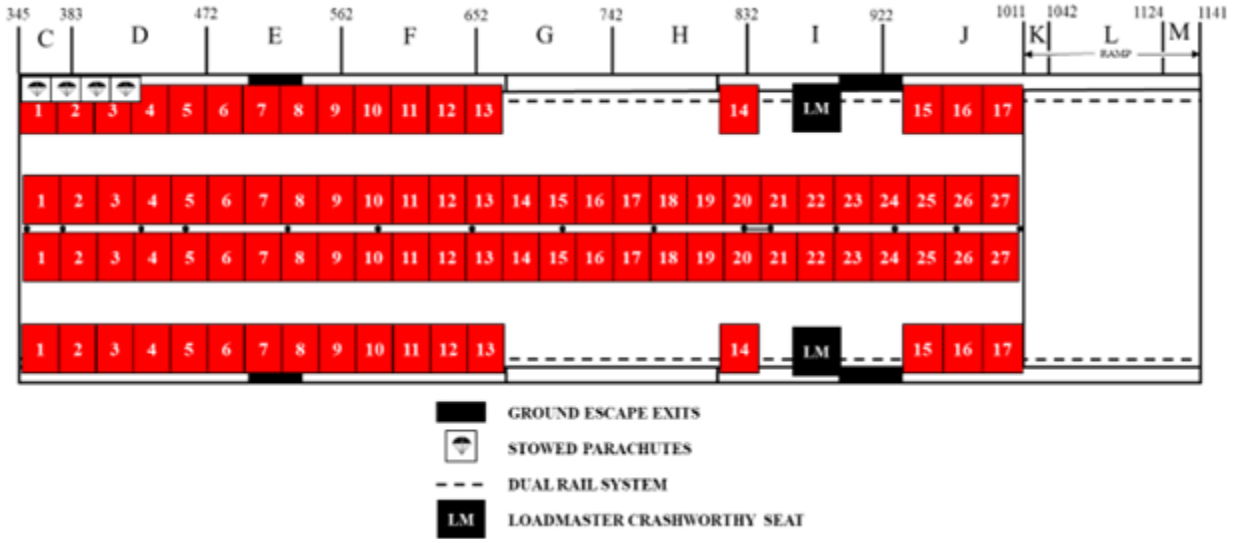


Table 4.22. Configuration TAP-1 Information.

Notes:

1. Provides eighty-eight (88) troop seats (seat belts on 24-inch centers). **Exception:** Outboard seats aft of wheel well may be in 20-inch configuration.

2. Prior to seat installation, stow roller conveyors.

3. Troop door cargo handling system sections are stowed as required.

4. Install center anchor cable supports, jump platforms, and 2 anchor cables each side to inboard and center position IAW TO 1C-130J-9, section III. **(T-2)** A maximum of 31 paratroopers may be attached to a single cable.

5. Time to configure is 2 persons, 3 1/2 hours.

6. Configuration modifications are authorized to meet mission operational and safety requirements.

TAP-1 Loading Table

Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	5	15	14	14	10	8	8	14

Figure 4.22. CONFIGURATION TAP-1 MOD.

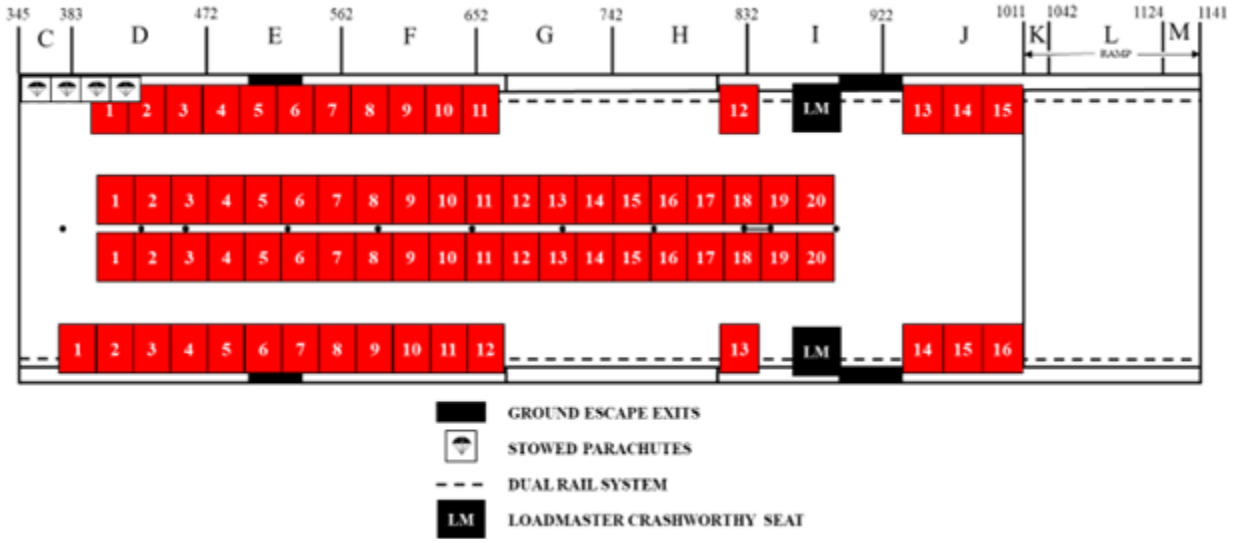


Table 4.23. Configuration TAP-1 MOD Information.

Notes:
1. Provides seventy-one (71) troop seats (seat belts on 24-inch centers). **Exception:** Outboard seats aft of wheel well may be in 20-inch configuration.
2. Time to configure is 2 persons, 3 hours.

TAP-1 MOD Loading Table								
Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	0	13	14	14	10	8	6	6

Figure 4.23. CONFIGURATION ATAP-1.

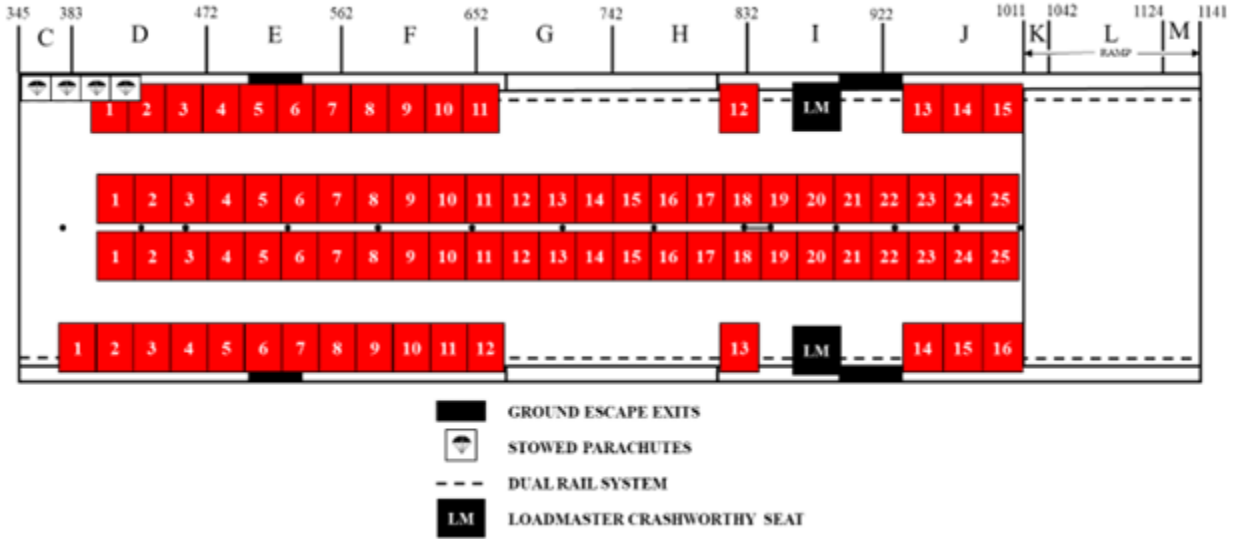


Table 4.24. Configuration ATAP-1 Information.

Notes:
1. Provides eighty-one (81) troop seats (seat belts on 24-inch centers). **Exception:** Outboard seats aft of wheel well may be in 20-inch configuration
2. Prior to seat installation, stow roller conveyors.
3. Troop door cargo handling system sections are stowed as required.
4. Install center anchor cable supports, jump platforms, and 2 anchor cables each side to inboard and center position IAW TO 1C-130J-9, section III. **(T-2)** A maximum of 31 paratroopers may be attached to a single cable.
5. Configuration modifications are authorized to meet mission operational and safety requirements.
6. Time to configure is 2 persons, 3 hours.

A*TAP-1 Loading Table								
Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	0	13	14	14	10	8	8	14

Figure 4.24. CONFIGURATION TAP-2.

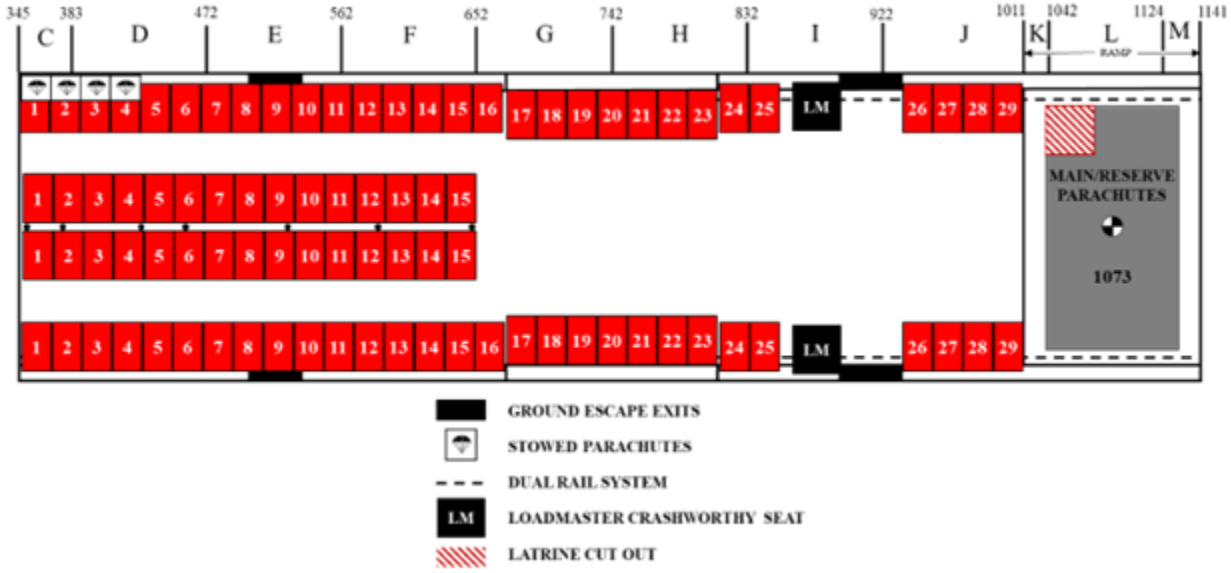


Table 4.25. Configuration TAP-2 Information.

Notes:

1. Provides eighty-eight (88) troop seats (seat belts on 20-inch centers). This configuration is for inflight rigging of paratroopers on long-range missions.

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

3. Troop door cargo handling system sections are stowed as required.

4. Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. **(T-2)** When only 1 cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 31 paratroopers may be attached to a single cable.

5. Center aisle seats 1 and 2 may be used provided the aircraft C/G limits for takeoff are not exceeded. Once airborne these seats may be used for in-flight rigging.

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

TAP-2 Loading Table

Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	6	18	18	18	8	10	2	8

Figure 4.25. CONFIGURATION ATAP-2.

Table 4.26. Configuration ATAP-2 Information.

Notes:

1. Provides seventy-five (75) troop seats (seat belts on 20-inch centers) are offered. This configuration is for in-flight rigging of paratroopers on long-range missions.

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

3. Troop door cargo handling system sections are stowed as required.

4. Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. **(T-2)** When only 1 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 31 paratroopers may be rigged to a single cable.

5. Seats marked with an X will not be used for takeoff unless the loadmaster has verified the Takeoff C/G limits are not exceeded. Once airborne these additional seats may be used for in-flight rigging.

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

A*TAP-2 Loading Table

Seats per compartment	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**
	364	**428**	**517**	**607**	**697**	**787**	**877**	**967**
	0	11	18	18	8	10	2	8

Figure 4.26. CONFIGURATION TAP-3.

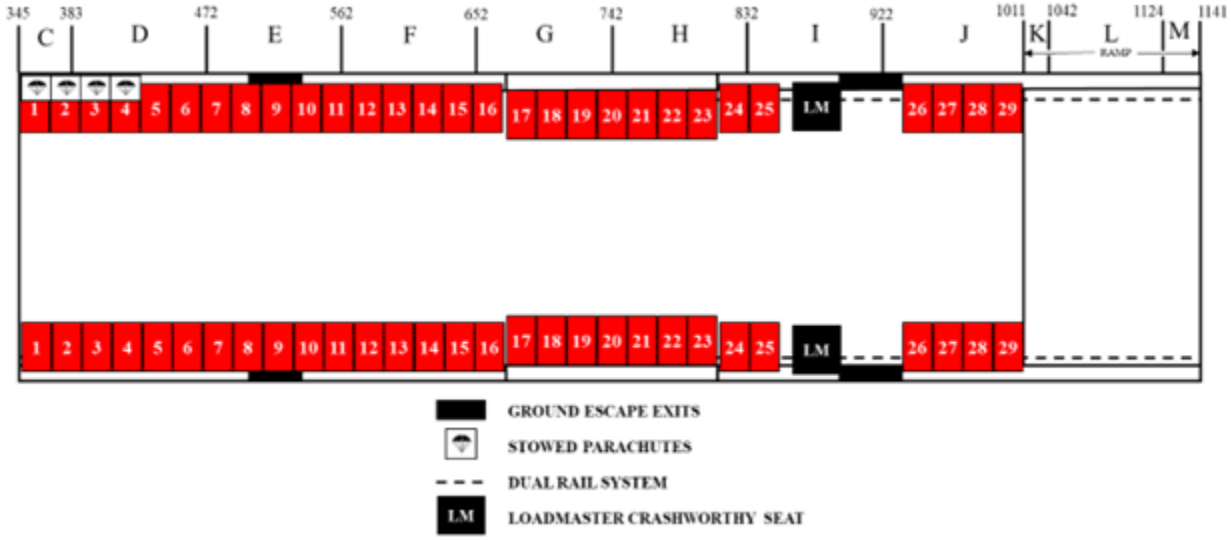


Table 4.27. Configuration TAP-3 Information.

Notes:

1. Provides fifty-eight (58) troop seats (seatbelts on 20-inch centers). This configuration may be used for paratroop door or tailgate operations including HALO/HAHO drops.

2. Troop door cargo handling system sections are stowed as required.

3. Prior to seat installation, stow roller conveyors.

4. Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. **(T-2)** When only 1 cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 31 paratroopers may be attached to a single cable.

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

6. Time to configure is 2 persons, 1 hour.

TAP-3 Loading Table

Seats per compartment	**C** **364**	**D** **428**	**E** **517**	**F** **607**	**G** **697**	**H** **787**	**I** **877**	**J** **967**
	4	8	10	8	8	10	2	8

Figure 4.27. CONFIGURATION ATAP-3.

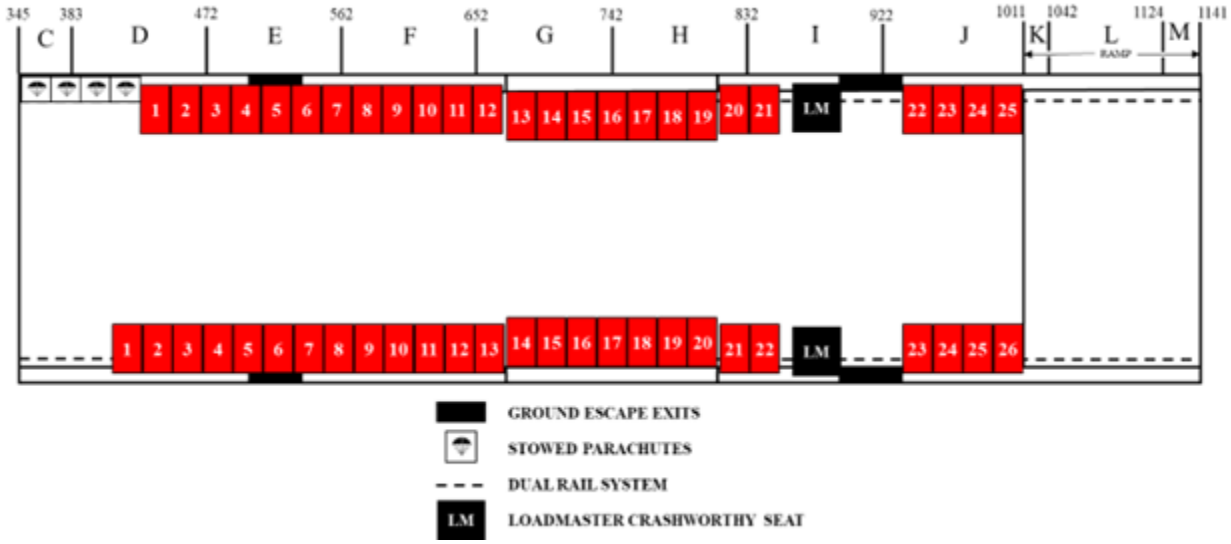


Table 4.28. Configuration ATAP-3 Information.

Notes:
1. Provides fifty-one (51) troop seats (seat belts on 20-inch centers). This configuration may be used for paratroop door or tailgate operations including HALO/HAHO drops.
2. Troop door cargo handling system sections are stowed as required.
3. Prior to seat installation, stow roller conveyors.
4. Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. **(T-2)** When only 1 cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 31 paratroopers may be attached to a single cable.
5. For tailgate operations, stow roller conveyors and install anchor cables IAW TO 1C-130J-9, section III. **(T-2)** A maximum of 20 paratroopers may be tailgated on a single cable.
6. Time to configure is 2 persons, 1 hour.

A*TAP-3 Loading Table

Seats per compartment	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**
	364	**428**	**517**	**607**	**697**	**787**	**877**	**967**
	0	5	10	8	8	10	2	8

Figure 4.28. CONFIGURATION TAC-1.

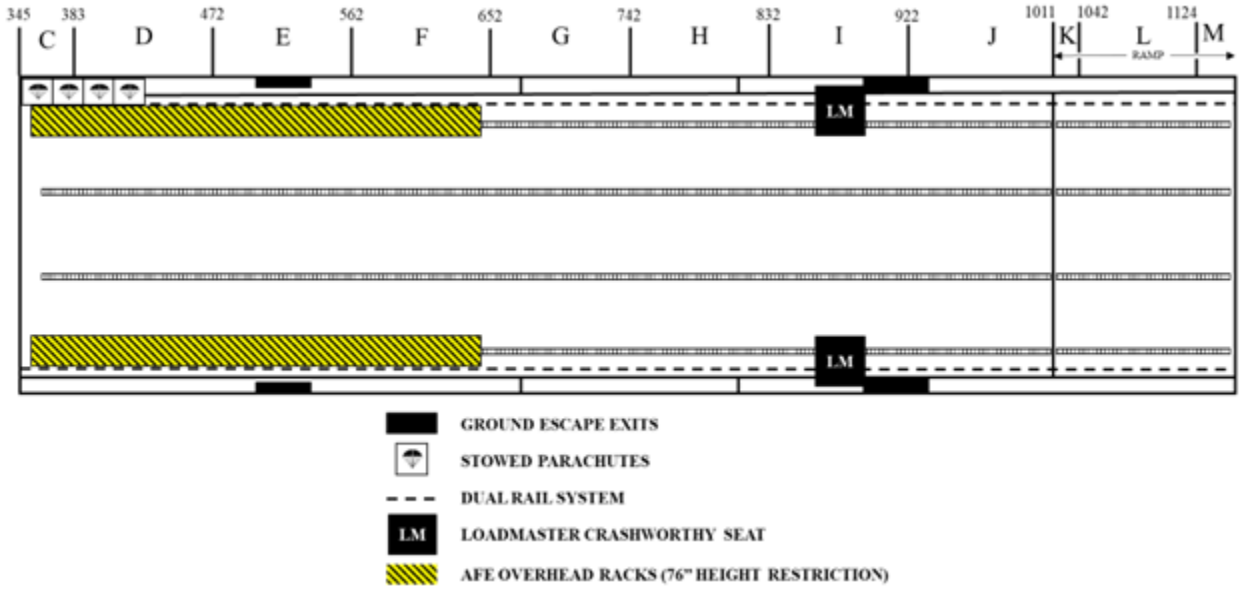


Table 4.29. Configuration TAC-1 Information.

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

Figure 4.29. CONFIGURATION TAC-2.

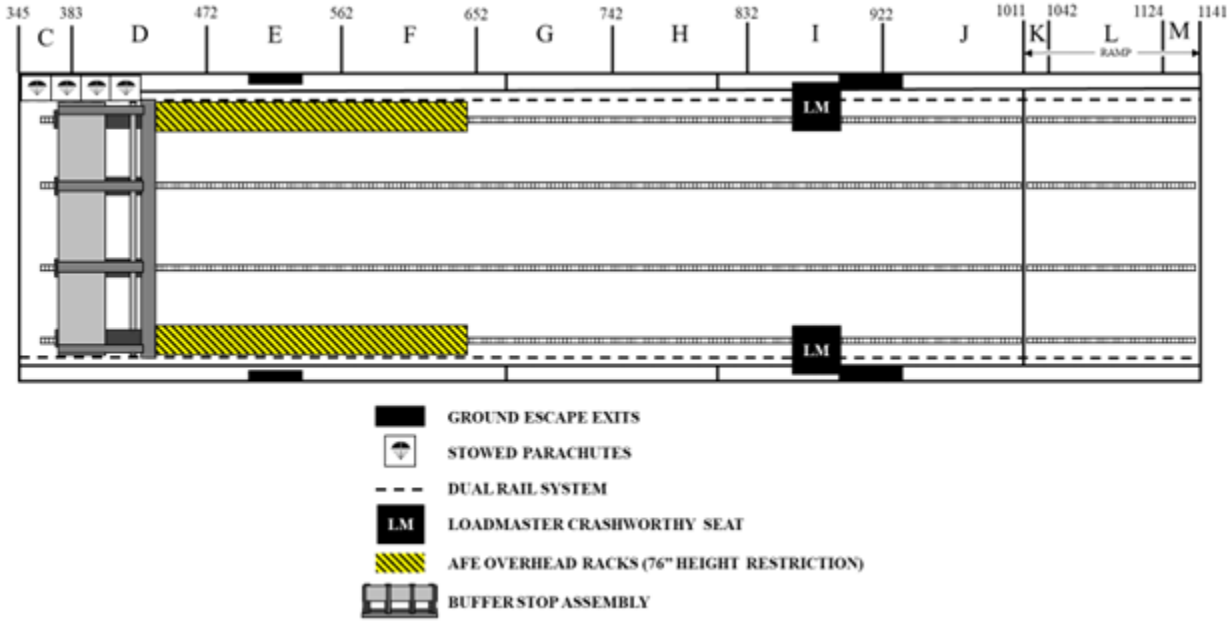


Table 4.30. Configuration TAC-2 Information.

Notes:

1. Individual A-22 containers, single stick up to 12 (48x48 inch) containers (even or odd number), may be airdropped utilizing this configuration. A maximum of 10 A-7A or A-21 containers may be dropped over the ramp using this configuration.

2. Mission tasking units will use the following criteria to schedule the buffer stop assembly (BSA) for CDS missions:

   a. The BSA will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less, an alternate forward barrier may be used in lieu of the BSA.

3. Number of containers governs seat availability.

4. Combination drop is limited to single stick. Single stick weight cannot exceed 5,000 pounds. A maximum of 20 paratroopers may be tailgated depending on seats available and number of CDS containers.

5. Time to configure is 2 persons, 1 hour.

Figure 4.30. CONFIGURATION TAC-3.

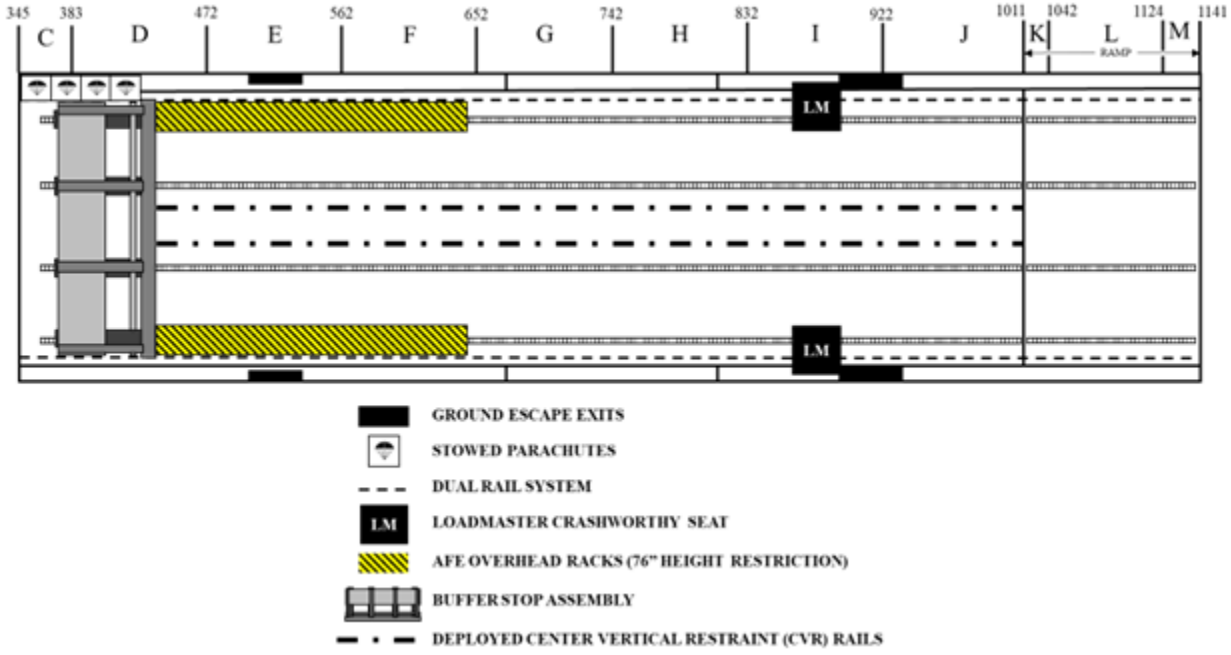


Table 4.31. Configuration TAC-3 Information.

Notes:

1. Individual A-22 containers, single stick up to 12 (48 by 48-inch) containers or double stick up to 24 (48 by 48-inch) containers may be airdropped utilizing this configuration.

2. Mission tasking units will use the following criteria to schedule the buffer stop assembly (BSA) for CDS missions:

   a. The BSA will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less, an alternate forward barrier system may be used in lieu of the BSA.

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

4. Position anchor cable stops IAW TO 1C-130J-9, Section VII. **(T-2)**

5. Number of containers governs seat availability.

6. Combination drops may include up to 12 containers dropped from one side of the CVR and up to 20 paratroopers dropped from the opposite side.

7. Time to configure is 2 persons, 1 hour.

Figure 4.31. NASA Home Departure.

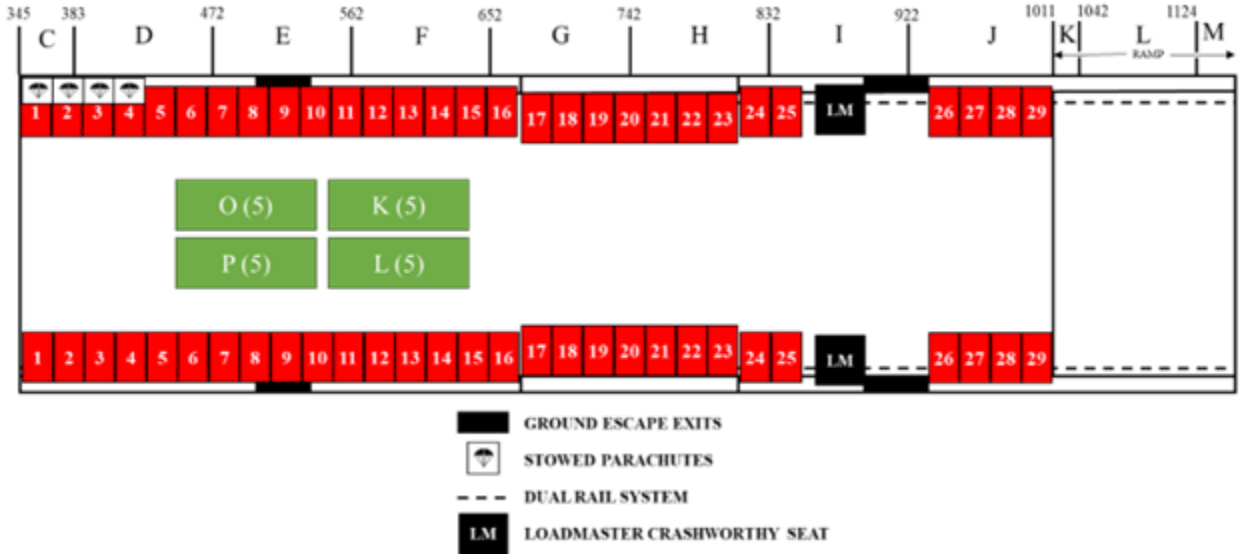


Table 4.32. Configuration NASA Home Departure Information.

Notes:
1. This configuration is used from home station departure supporting deployment of medical and firefighting personnel to the pre-staging base.
2. Provides twenty (20) litter spaces and fifty-eight (58) seats (seat belts on 20-inch centers).
3. Stow roller conveyors.
4. Time to configure is 2 persons, 1 hour.

Figure 4.32. NASA Pre-Stage Base Departure.

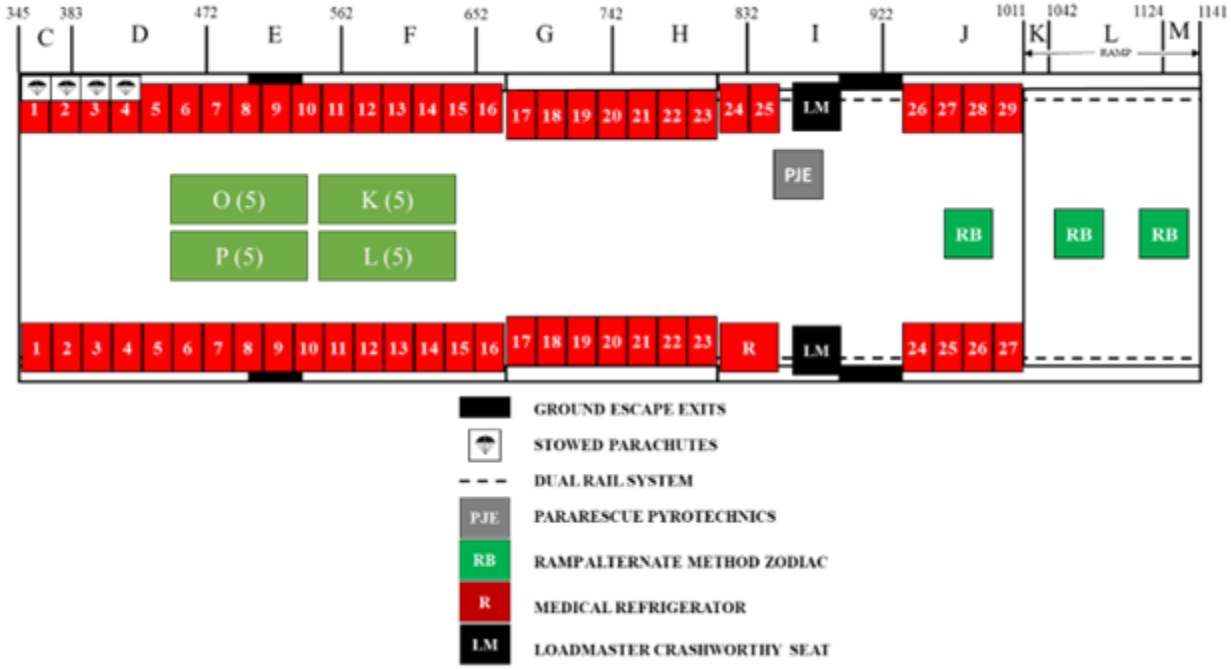


Table 4.33. Configuration NASA Pre-Stage Base Departure Information.

Notes:
1. This configuration is used at the pre-staging base for departure to the staging base deploying medical, firefighting, and pararescue personnel and equipment including the onload of Rigging Alternate Method Zodiac (RAMZ) to support search and rescue operations
2. Provides twenty (20) litter spaces and fifty-six (56) seats (seat belts on 20-inch centers).
3. Roller conveyors that are not required will be stowed.
4. Time to configure is 2 persons, 1 hour.

Figure 4.33. NASA Search and Rescue Operations.

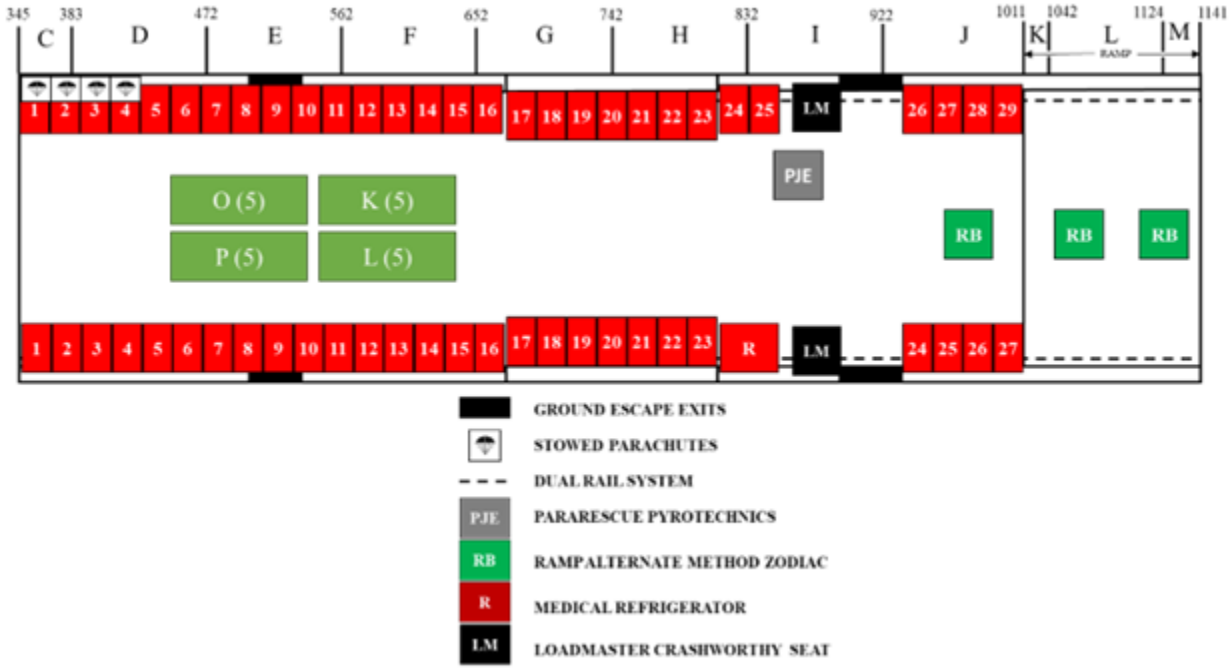


Table 4.34. Configuration NASA Search and Rescue Operations Information.

Notes:
1. This configuration is used for the conduct of search and rescue operations, which will include the airdrop of RAMZ's and pararescue personnel.
2. Provides twenty (20) litter spaces and fifty-six (56) seats (seat belts on 20-inch centers).
3. Prior to seat installation, stow roller conveyors.
4. For tailgate operations, stow roller conveyors as required and install anchor cables IAW TO 1C-130J-9. **(T-2)**
5. Time to configure is 2 persons, 1 hour.

Figure 4.34. NASA Medical Evacuation of Astronauts.

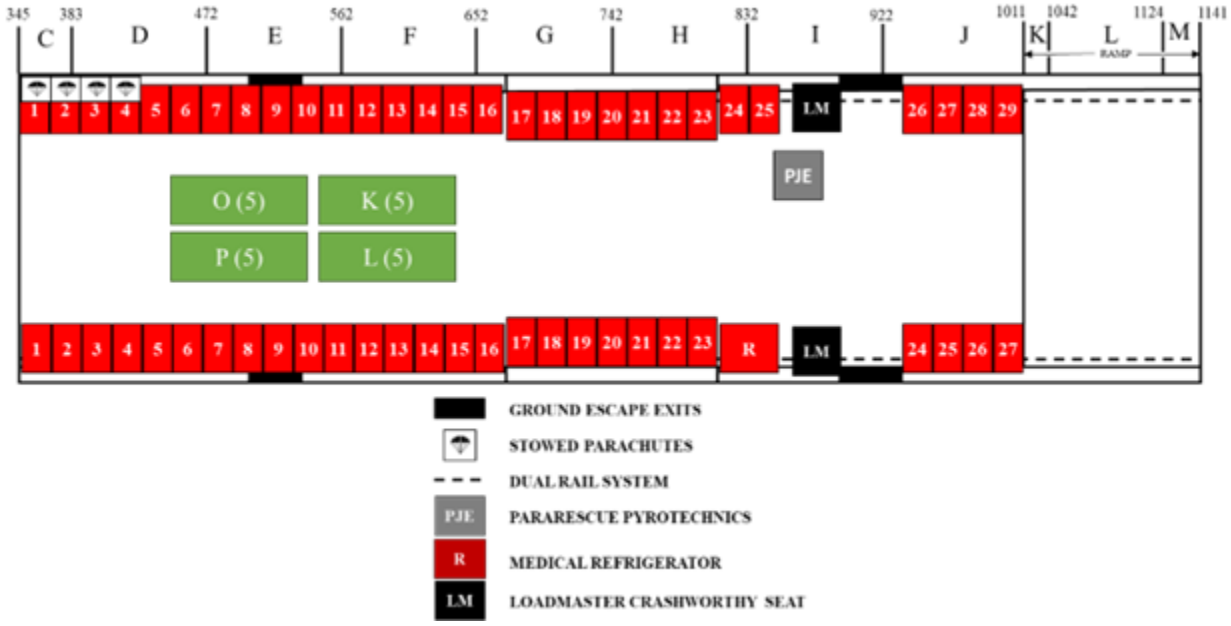


Table 4.35. Configuration NASA Medical Evacuation of Astronauts Information.

Notes:
1. This configuration is used to support medical evacuation of astronauts from the staging base to a regional medical center.
2. Provides twenty (20) litter spaces and fifty-six (56) seats (seat belts on 20-inch centers).
3. Prior to seat installation, stow roller conveyors.
4. Time to configure is 2 persons, 1 hour.

Figure 4.35. CONFIGURATION SAE-1.

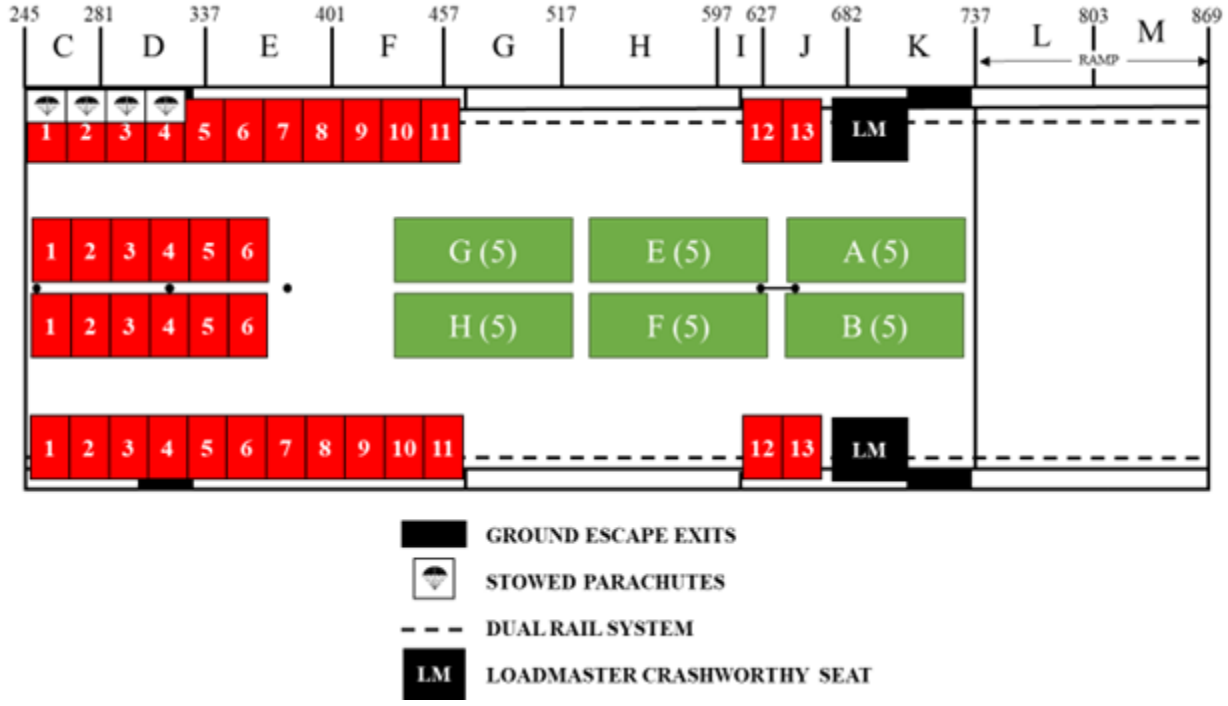


Table 4.36. Configuration SAE-1 Information.

Notes:

1. Normally provides thirty (30) litter spaces and thirty-eight (38) seats (seat belts on 20-inch centers). The number of aeromedical evacuation crewmembers governs seat availability.

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

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

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

5. Five (5) additional MA-1 walk around bottles with shoulder harness' are required. If MA-1 walk around bottles are not available, five (5) PBEs are needed.

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

SAE-1 Loading Table

Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	5	12	10	6	1	0	2	2	0

Figure 4.36. CONFIGURATION SAE-2.

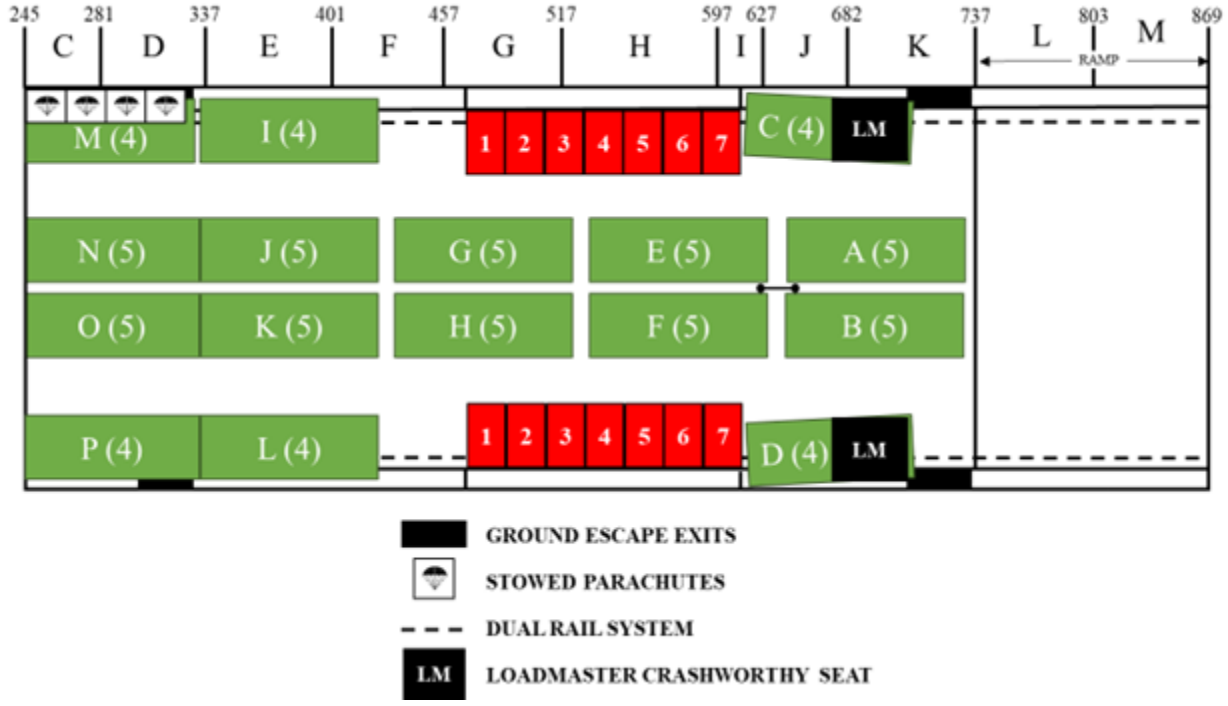


Table 4.37. Configuration SAE-2 Information.

Notes:

1. Normally provides seventy-four (74) litter spaces and fourteen (14) seats (seat belts on 20-inch centers). **Exception:** To use litter tier provisions C and D, MAJCOM/A3 approval is required to remove the Loadmaster Crashworthy seat and stanchion assembly. If these litter tiers are not required, 4 additional seats are available. The number of aeromedical evacuation crewmembers governs the number of litters available. Additional aircraft equipment may reduce the number of available litter spaces.

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

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

4. Five (5) additional MA-1 walk around bottles with shoulder harness' are required. If MA-1 walk around bottles are not available, five (5) PBEs are needed.

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

SAE-2 Loading Table

Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	0	0	0	0	4	8	2	0	0

Figure 4.37. CONFIGURATION SAE-3.

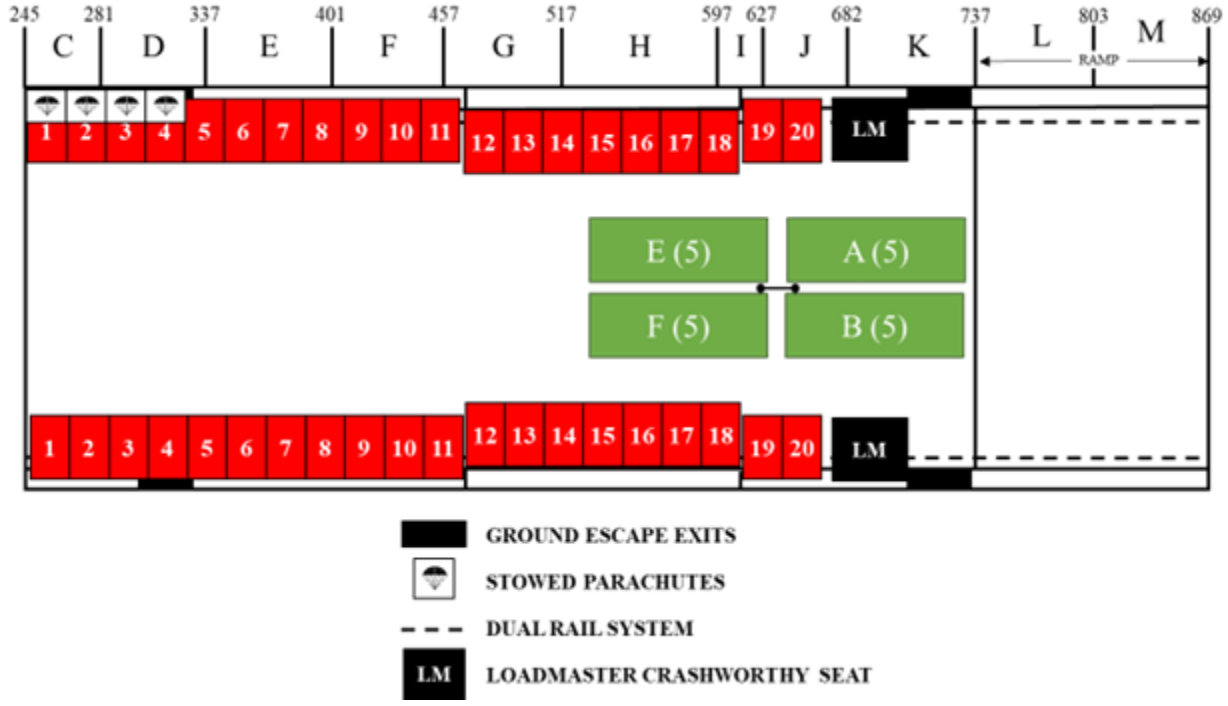


Table 4.38. Configuration SAE-3 Information.

Notes:

1. Normally provides twenty (20) litter spaces and forty (40) seats (seat belts on 20-inch centers). The number of aeromedical evacuation crewmembers governs seat availability.

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

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

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

5. Five (5) additional MA-1 walk around bottles with shoulder harness' are required. If MA-1 walk around bottles are not available, five (5) PBEs are needed.

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

SAE-3 Loading Table

Seats per compartment	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**
	263	**309**	**369**	**429**	**487**	**557**	**612**	**655**	**710**
	3	6	6	6	5	8	2	4	0

Figure 4.38. CONFIGURATION SAE-4.

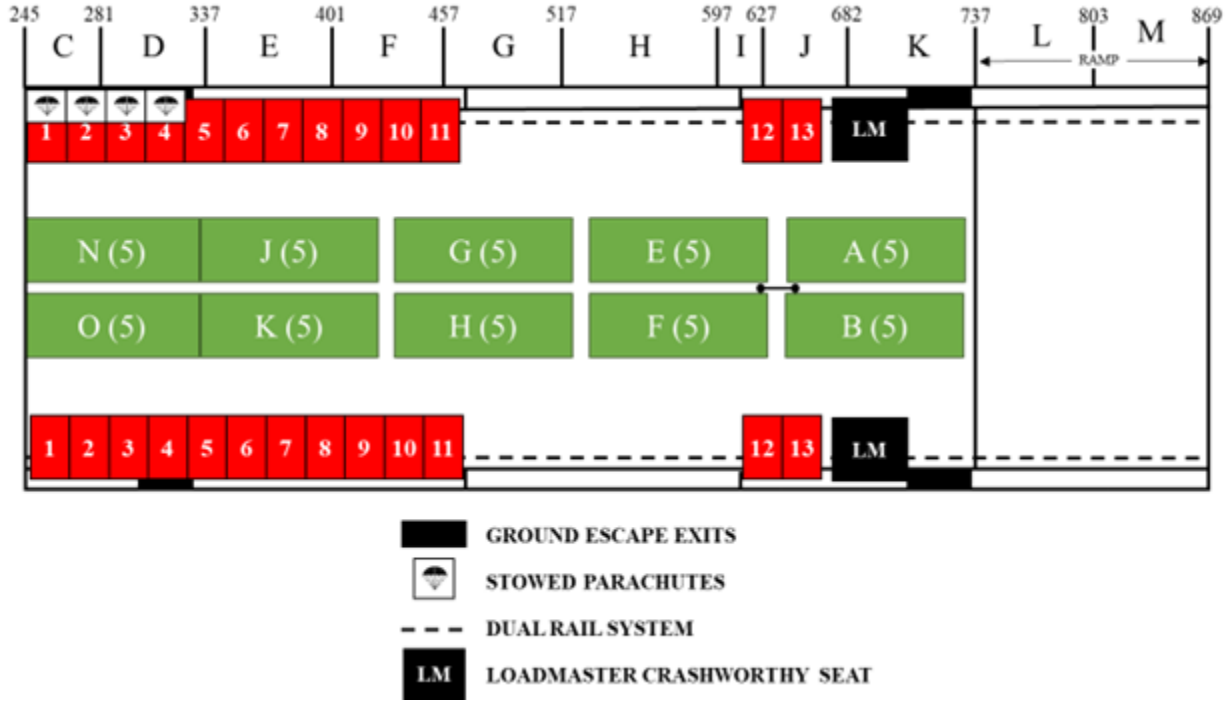


Table 4.39. Configuration SAE-4 Information.

Notes:

1. Normally provides fifty (50) litter spaces and twenty-six (26) seats (seat belts on 20-inch centers). The number of aeromedical evacuation crewmembers governs seat availability.

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

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

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

5. Five (5) additional MA-1 walk around bottles with shoulder harness' are required. If MA-1 walk around bottles are not available, five (5) PBEs are needed.

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

SAE-4 Loading Table

Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	3	6	6	6	1	0	0	4	0

Figure 4.39. CONFIGURATION SAE-5.

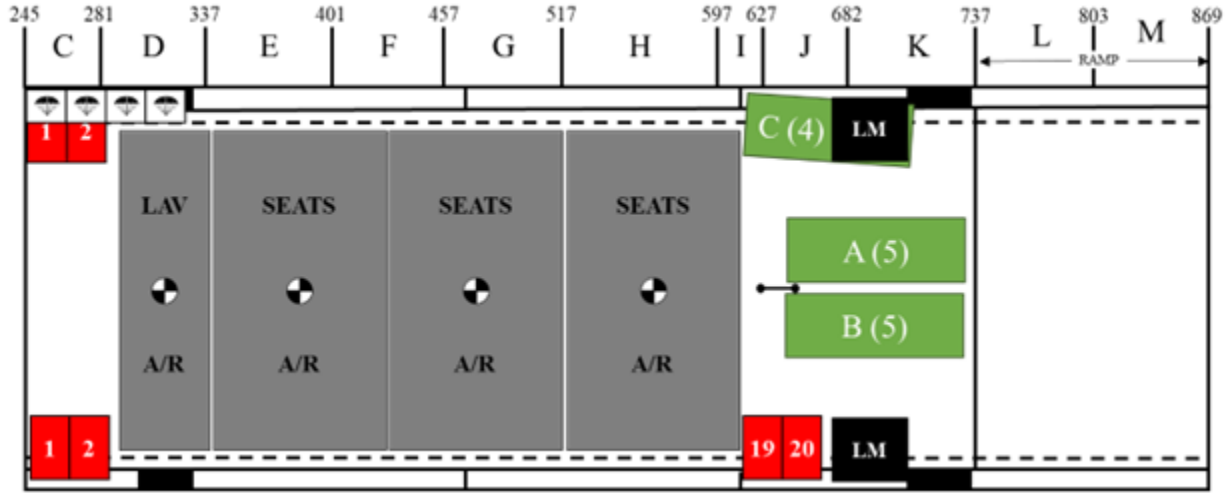


Table 4.40. Configuration SAE-5 Information.

Notes:

1. Due to the non-availability of seat pallets at most C-130 bases, load planners and users must coordinate for these items when requesting this configuration. This is a variation to the AE-4 combat/contingency configuration and provides fourteen (14) litter spaces, 24 palletized trip seats and six (6) seats (seat belts on 20-inch centers). **Exception:** To use litter tier provision C, MAJCOM/A3 approval is required to remove the Loadmaster Crashworthy seat and stanchion assembly. If this litter tier is not required, two (2) additional seats are available. The number of aeromedical evacuation crewmembers governs seat availability.

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

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

4. Five (5) additional MA-1 walk around bottles with shoulder harness' are required. If MA-1 walk around bottles are not available, five (5) PBEs are needed.

5. Time to configure is 1 person, 1 hour.

SAE-5 Loading Table

Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	3	1	0	0	0	0	0	2	0

Figure 4.40. CONFIGURATION SC-1.

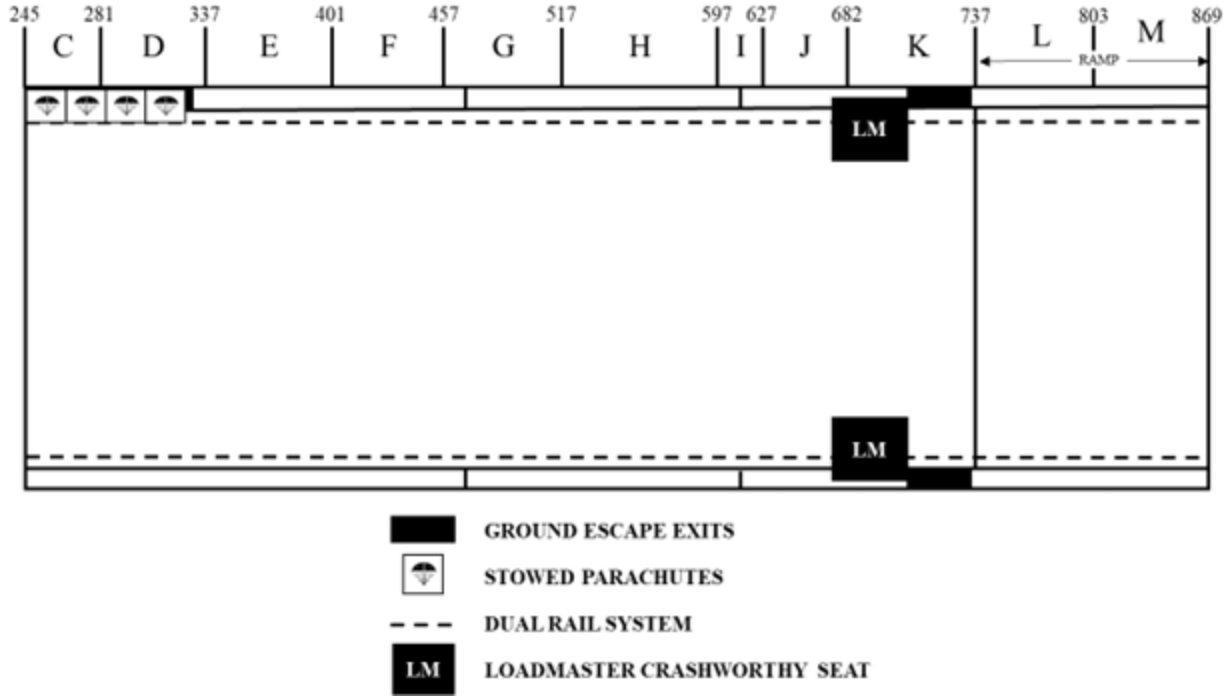


Table 4.41. Configuration SC-1 Information.

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

Figure 4.41. CONFIGURATION SC-2.

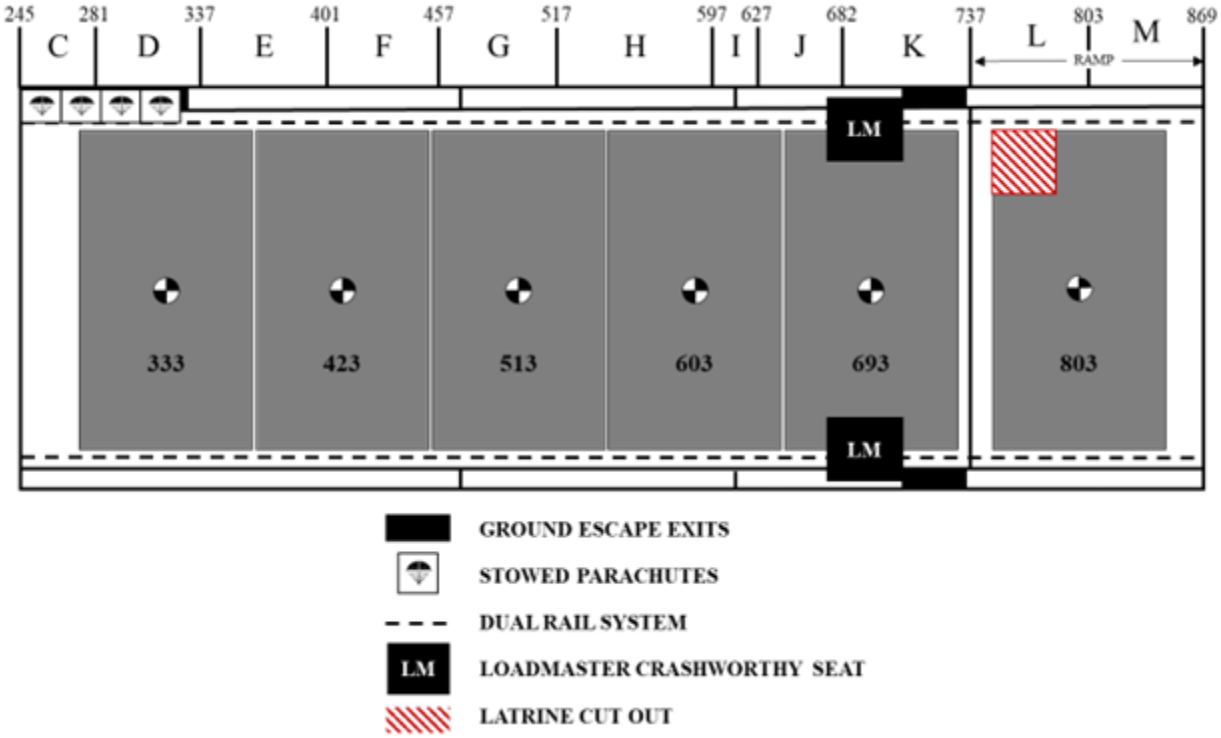


Table 4.42. Configuration SC-2 Information.

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

Figure 4.42. CONFIGURATION SP-1.

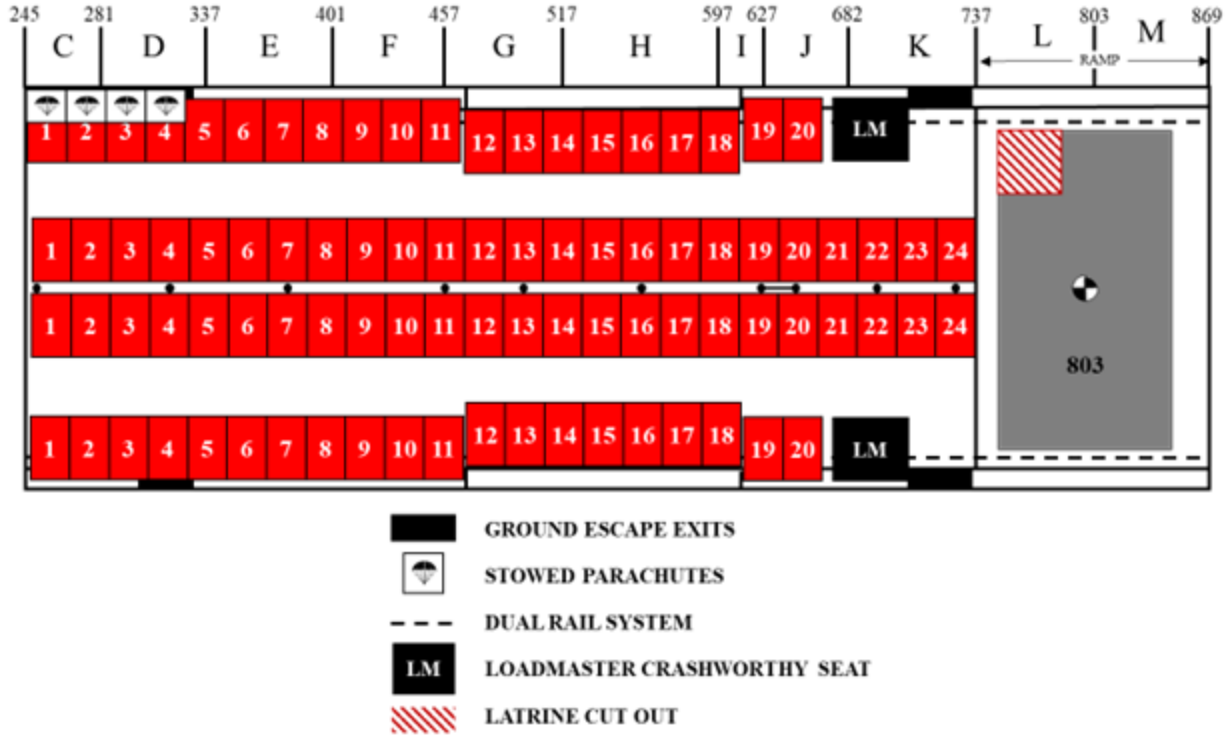


Table 4.43. Configuration SP-1 Information.

Notes: 1. Provides eighty-eight (88) seats (seat belts on 20-inch centers) with a baggage pallet in pallet position six. 2. Cargo floor roller conveyors will be stowed. 3. Time to configure is 2 persons, 2 hours.									
SP-1 Loading Table									
Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	5	12	12	12	11	16	4	10	6

Figure 4.43. CONFIGURATION SAP-1.

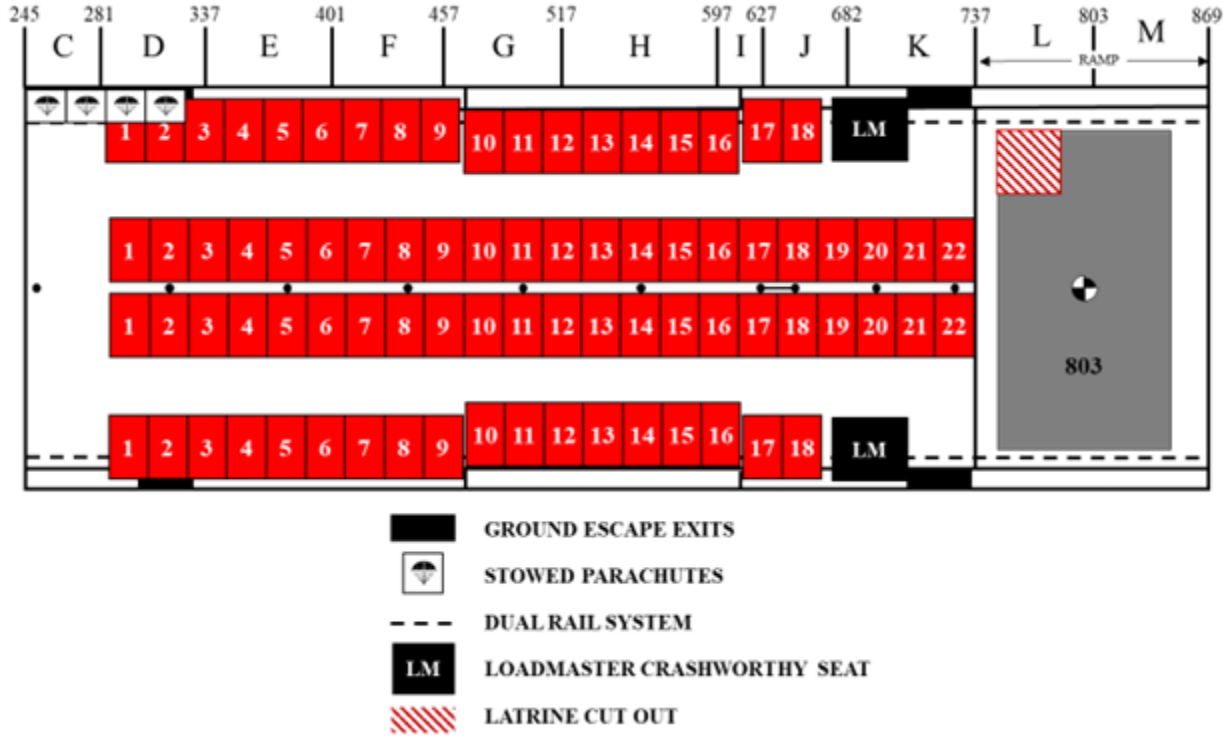


Table 4.44. Configuration SAP-1 Information.

Notes:
1. Provides eighty (80) seats (seat belts on 20-inch centers) with a baggage pallet in pallet position six.
2. Cargo floor roller conveyors will be stowed.
3. Time to configure is 2 persons, 2 hours.

SA*P-1 Loading Table									
Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	0	9	12	12	11	16	4	10	6

Figure 4.44. CONFIGURATION SP-2.

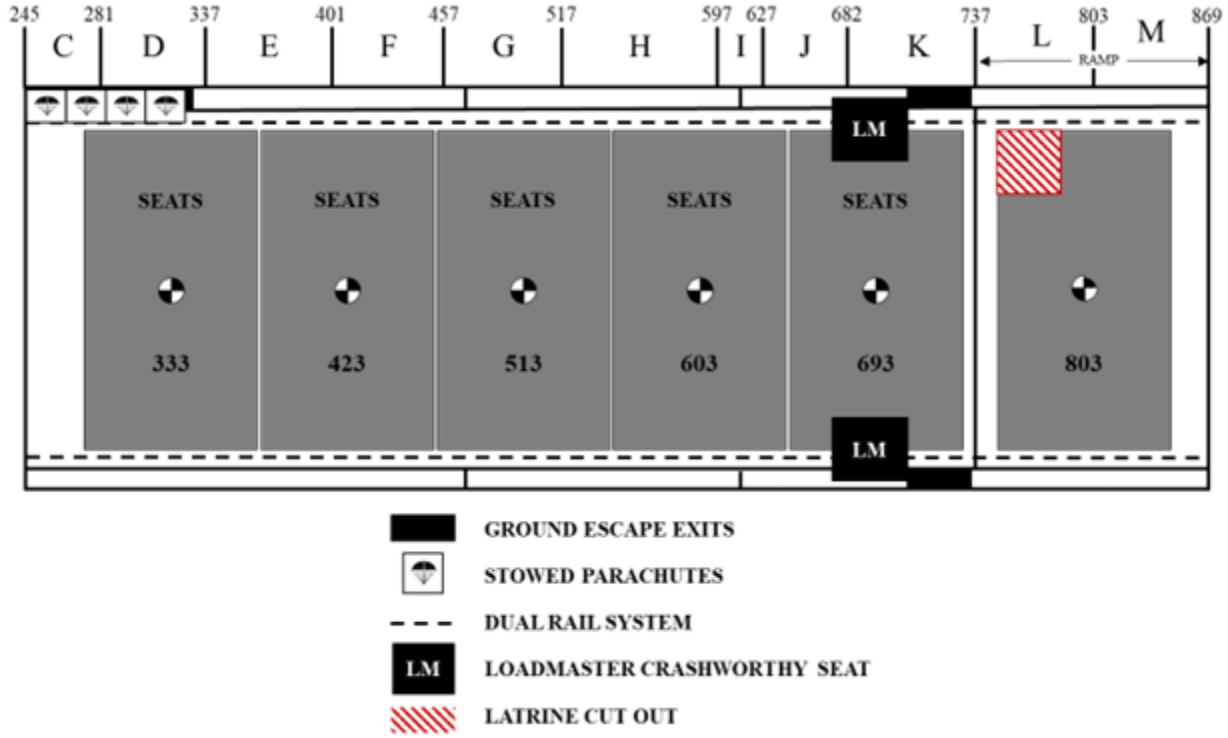


Table 4.45. Configuration SP-2 Information.

Notes:
1. Palletized seats offered are variable with a baggage pallet in pallet position six. Due to the non-availability of seat pallets at most C-130 bases, load planners and users must coordinate for these items when requesting this configuration.
2. Provides forty (40) aft facing palletized seats with a baggage pallet in pallet position six.

Figure 4.45. CONFIGURATION SCP-1.

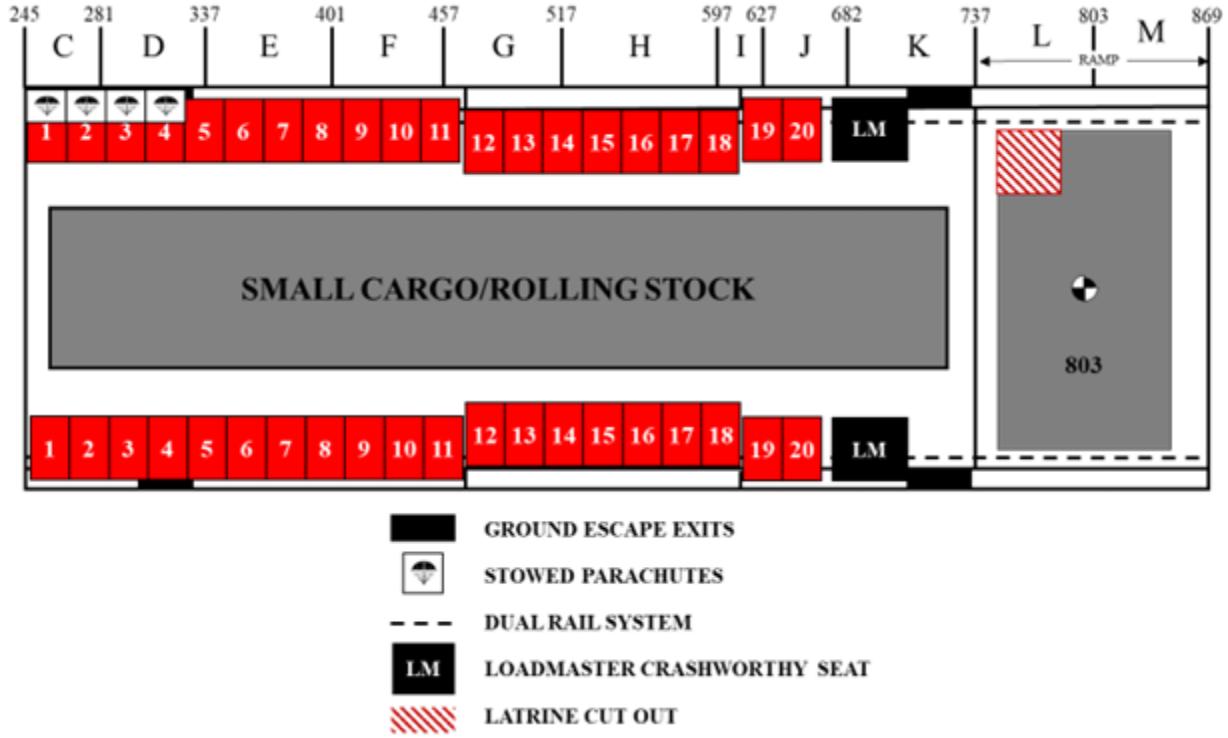


Table 4.46. Configuration SCP-1 Information.

Notes:
1. Provides forty (40) seats (seat belts on 20-inch centers) with a pallet in pallet position six. Center aisle seats may be installed as required.
2. Cargo space limited to small cargo/rolling stock. See **Table 4.1** for cargo width limitations.
3. Floor roller conveyors will be stowed.
4. Time to configure is 2 persons, 1 hour.

SCP-1 Loading Table									
Seats per compartment	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**
	263	**309**	**369**	**429**	**487**	**557**	**612**	**655**	**710**
	3	6	6	6	5	8	2	4	0

Figure 4.46. CONFIGURATION SCP-2.

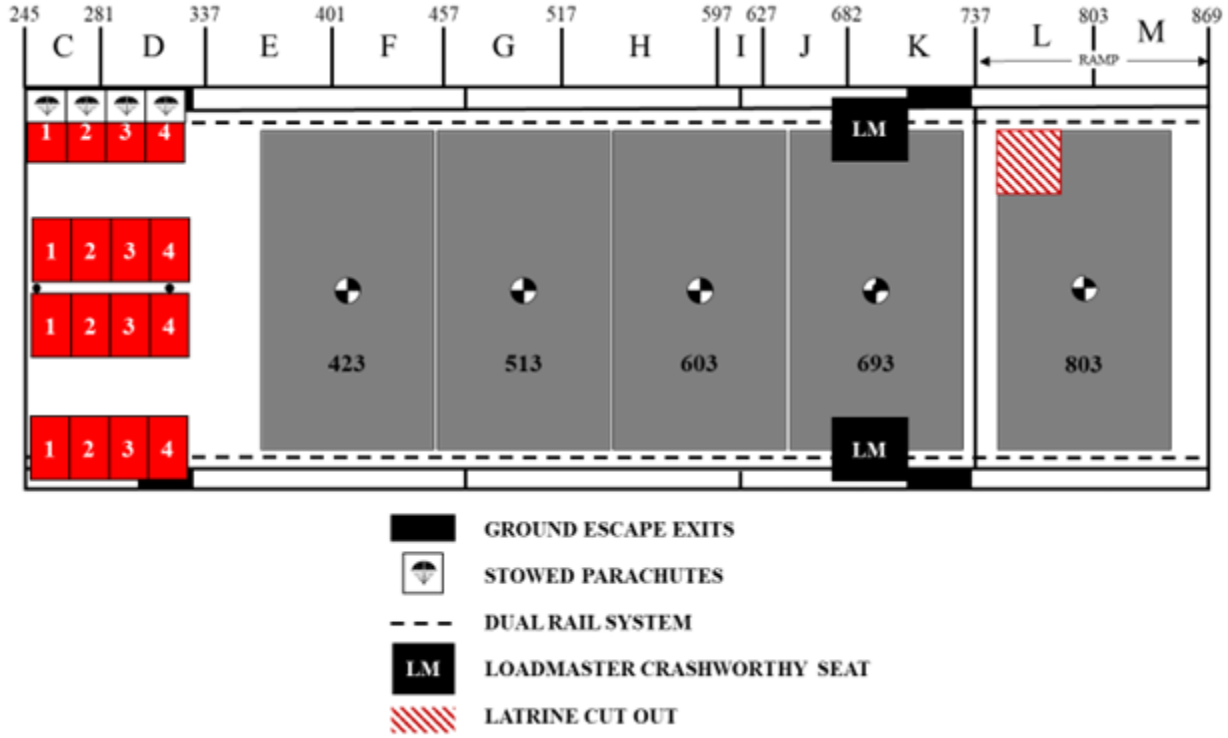


Table 4.47. Configuration SCP-2 Information.

Notes:

1. Provides sixteen (16) seats (seat belts on 20-inch centers) with 5 pallet positions for cargo and baggage.

2. Roller conveyors that are not required will be stowed.

3. Time to configure is 1 person, 1/2 hour.

SCP-2 Loading Table

Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	5	11	0	0	0	0	0	0	0

Figure 4.47. CONFIGURATION SCP-3.

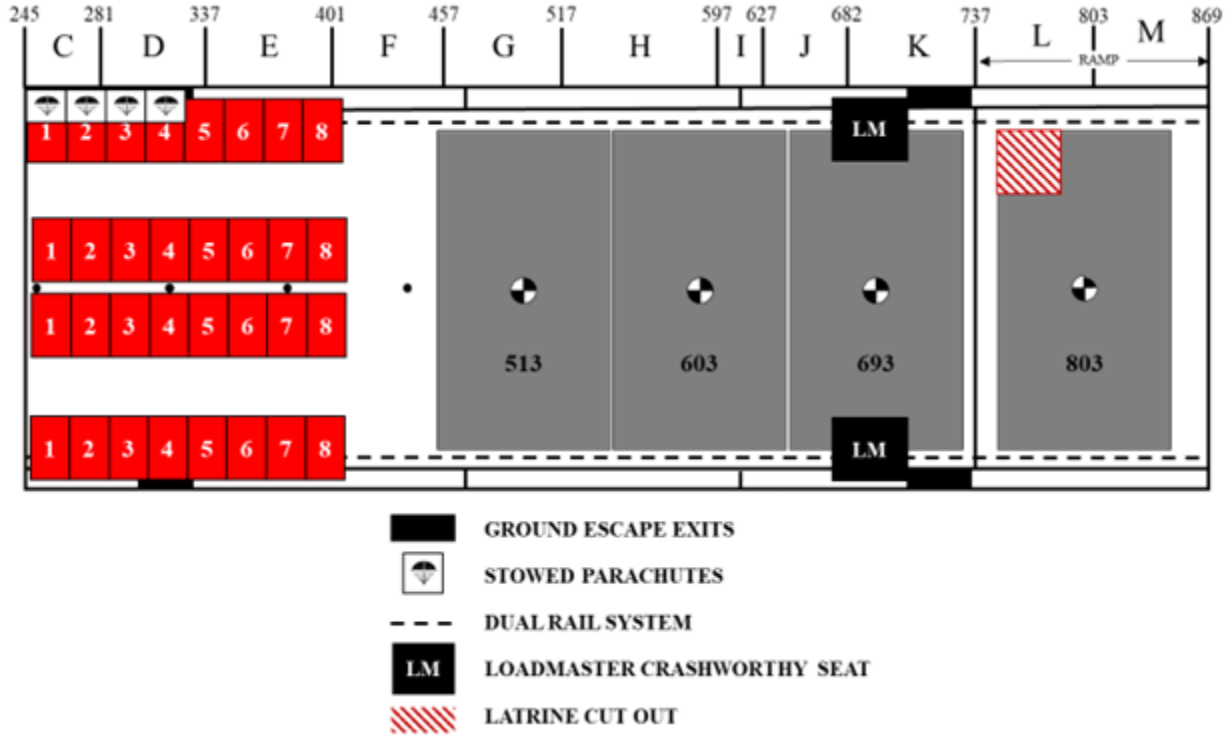


Table 4.48. Configuration SCP-3 Information.

Notes:
1. Provides thirty-two (32) seats (seat belts on 20-inch centers) with 4 pallet positions for cargo and baggage.
2. Roller conveyors that are not required will be stowed.
3. Time to configure is 1 person, 1/2 hour.

SCP-3 Loading Table									
Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	5	12	12	3	0	0	0	0	0

Figure 4.48. CONFIGURATION SCP-4.

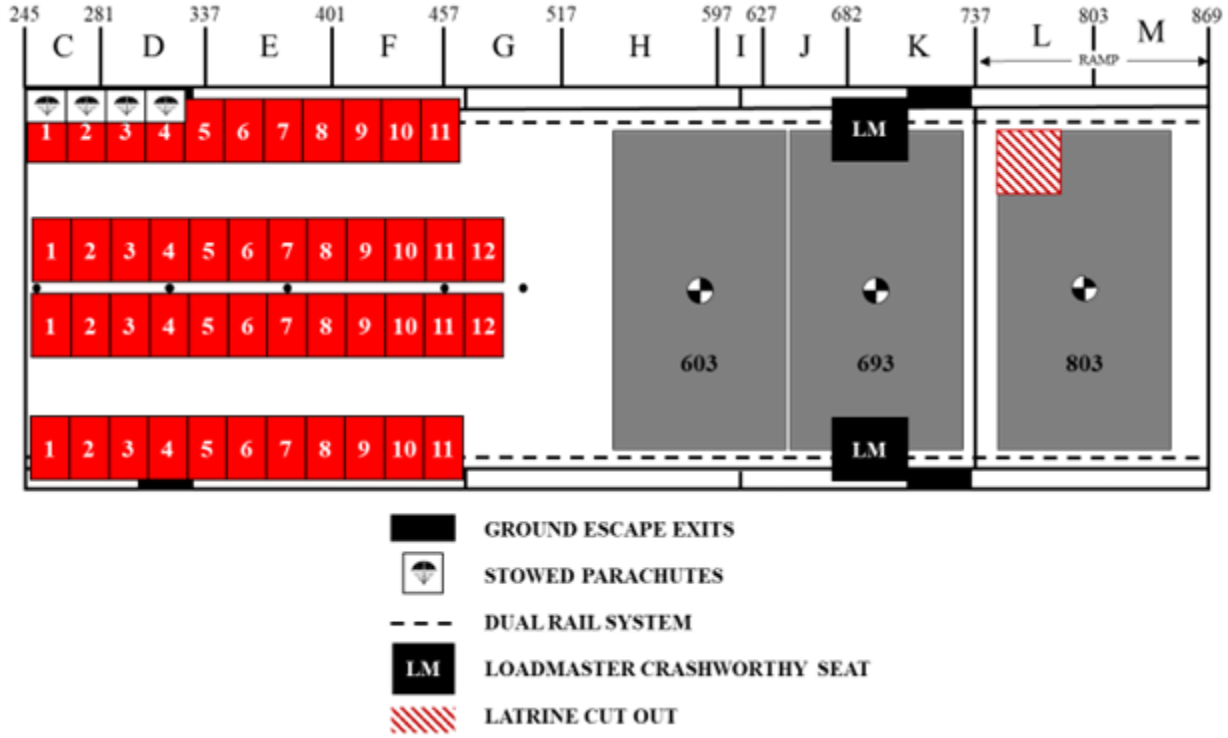


Table 4.49. Configuration SCP-4 Information.

Notes:
1. Provides forty-six (46) seats (seat belts on 20-inch centers) with 3 pallet positions for cargo and baggage.
2. Roller conveyors that are not required will be stowed.
3. Time to configure is 2 persons, 1-1/2 hours.

SCP-4 Loading Table									
Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	5	12	12	12	5	0	0	0	0

Figure 4.49. CONFIGURATION SCP-5.

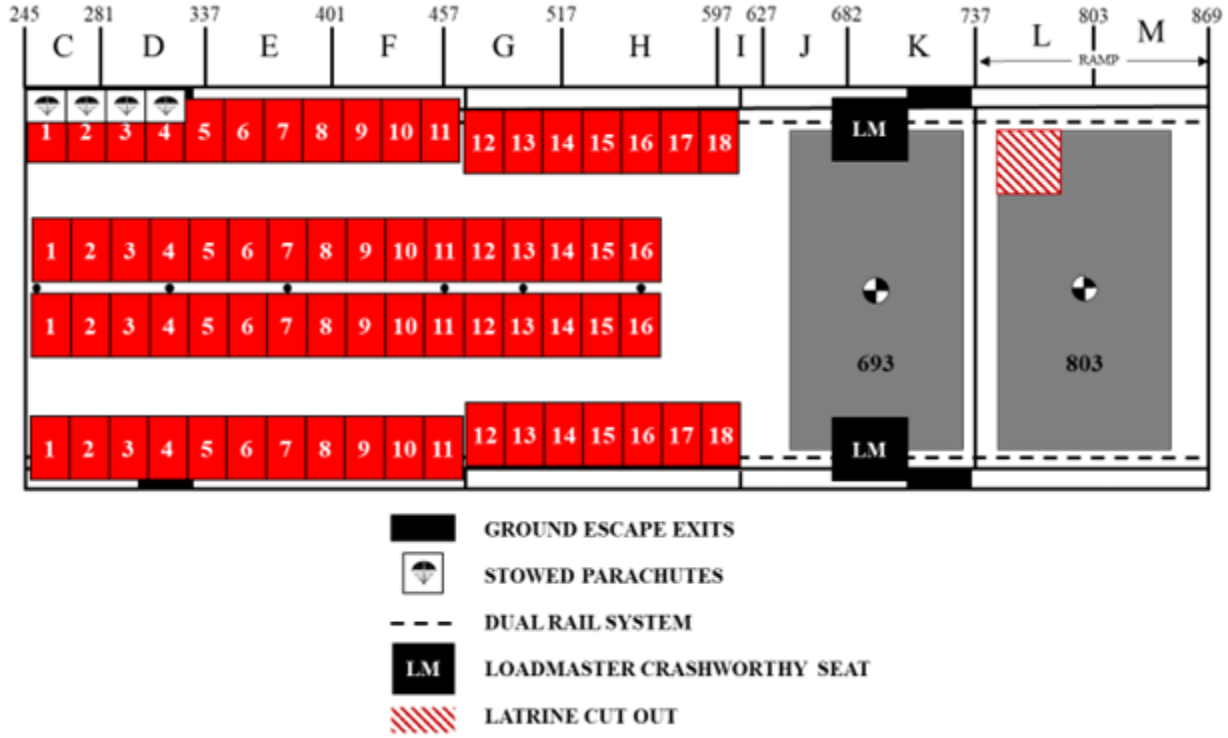


Table 4.50. Configuration SCP-5 Information.

Notes:
1. Provides sixty-eight (68) seats (seat belts on 20-inch centers) with 2 pallet positions for cargo and baggage.
2. Roller conveyors not required will be stowed.
3. Time to configure is 2 persons, 2 hours.

SCP-5 Loading Table									
Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	5	12	12	12	11	14	2	0	0

Figure 4.50. CONFIGURATION SACP-5.

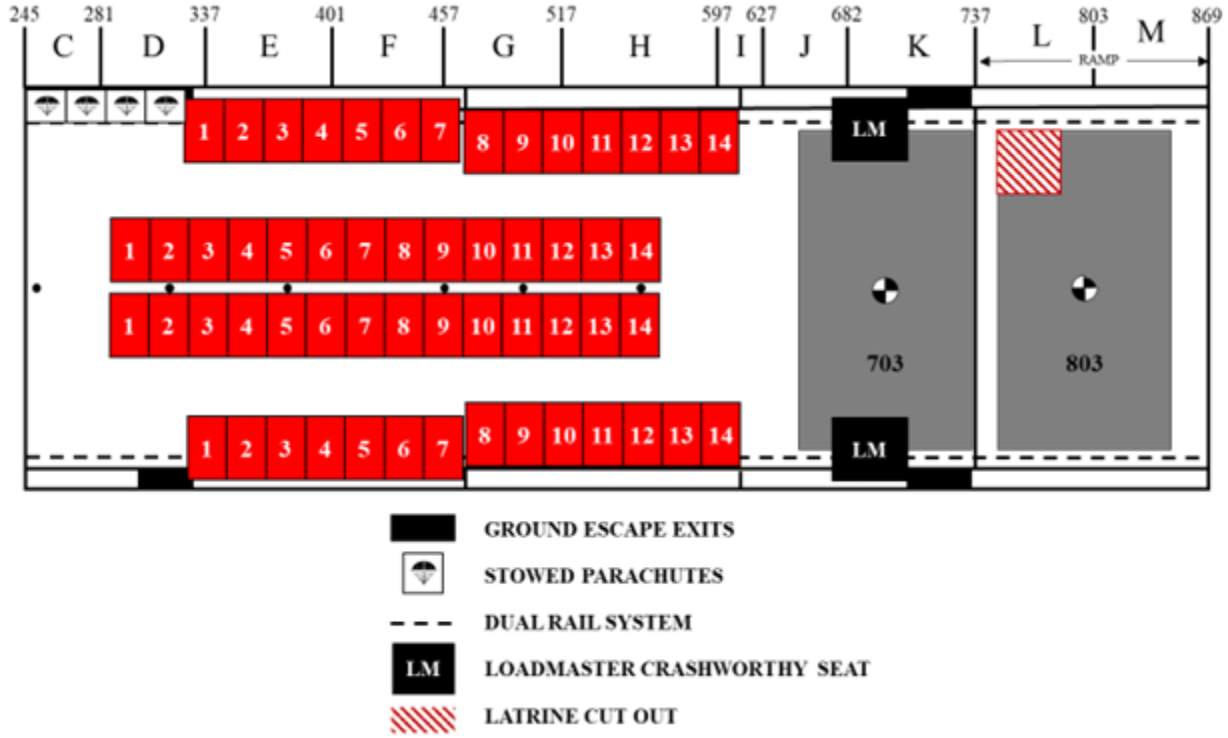


Table 4.51. Configuration SACP-5 Information.

Notes:

1. Provides fifty-six (56) seats (seat belts on 20-inch centers) with 2 pallet positions for cargo and baggage.

Note: 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 CG limitations. Pallet in position five is placed 10 inches aft of pallet centroid. Pallet weights for position five and six will need to be heavy enough to ensure that the aircraft C/G is in limits for flight.

2. Roller conveyors not required will be stowed.

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

SA*CP-5 Loading Table

Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	0	5	12	12	11	14	2	0	0

Figure 4.51. CONFIGURATION STAP-1.

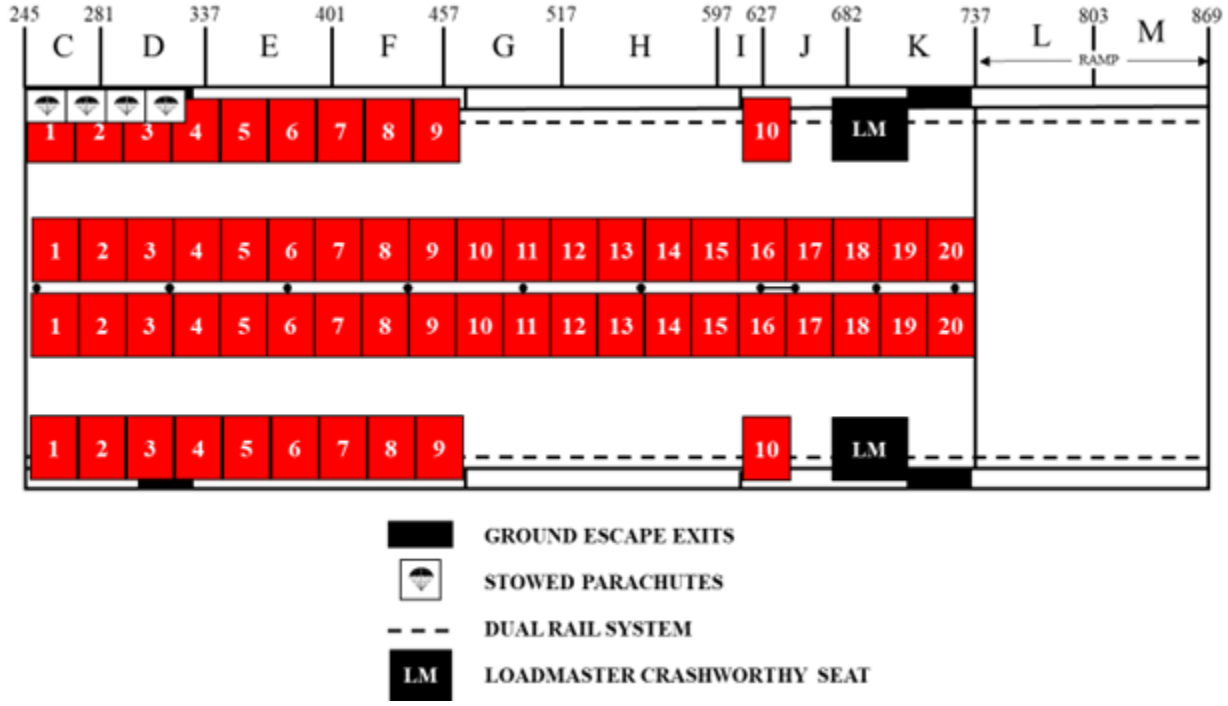


Table 4.52. Configuration STAP-1 Information.

Notes:

1. Provides sixty (60) troop seats (seat belts on 24-inch centers). **Exception:** Outboard seats aft of wheel well may be on 20-inch configuration.

2. Prior to seat installation, stow roller conveyors.

3. Troop door cargo handling system sections are stowed as required.

4. Install center anchor cable supports, jump platforms, and 2 anchor cables each side to inboard and center position IAW TO 1C-130J-9, section III. **(T-2)** A maximum of 31 paratroopers may be attached to a single cable.

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

STAP-1 Loading Table

	C	D	E	F	G	H	I	J	K
Seats per compartment	**263**	**309**	**369**	**429**	**487**	**557**	**612**	**655**	**710**
	4	9	11	9	7	6	2	6	6

Figure 4.52. CONFIGURATION SATAP-1.

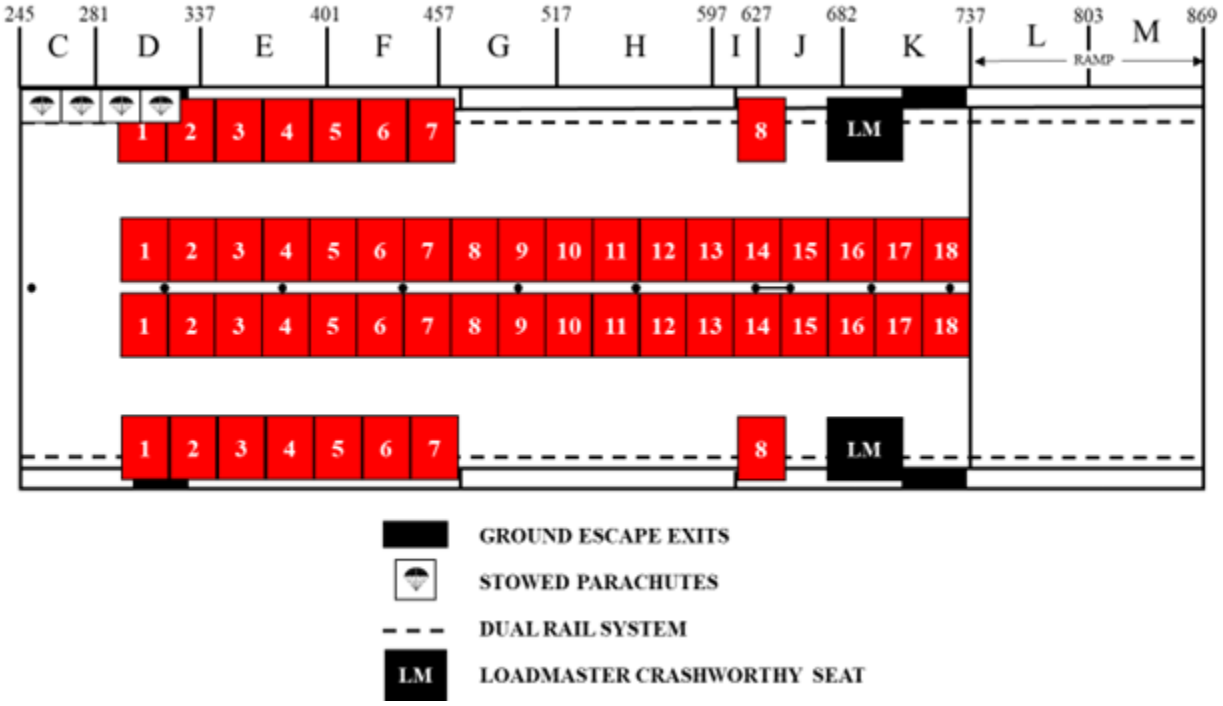


Table 4.53. Configuration SATAP-1 Information.

Notes:

1. Provides fifty-two (52) troop seats (seat belts on 24-inch centers). **Exception:** Seats aft of the wheel well are on 20-inch centers.

2. Prior to seat installation, stow roller conveyors.

3. Troop door cargo handling system sections are stowed as required.

4. Install center anchor cable supports, jump platforms, and 2 anchor cables each side to inboard and center position IAW TO 1C-130J-9, section III. **(T-2)** A maximum of 31 paratroopers may be attached to a single cable.

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

SA*TAP-1 Loading Table									
Seats per compartment	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**
	263	**309**	**369**	**429**	**487**	**557**	**612**	**655**	**710**
	0	5	11	9	7	6	2	6	6

Figure 4.53. CONFIGURATION STAP-2.

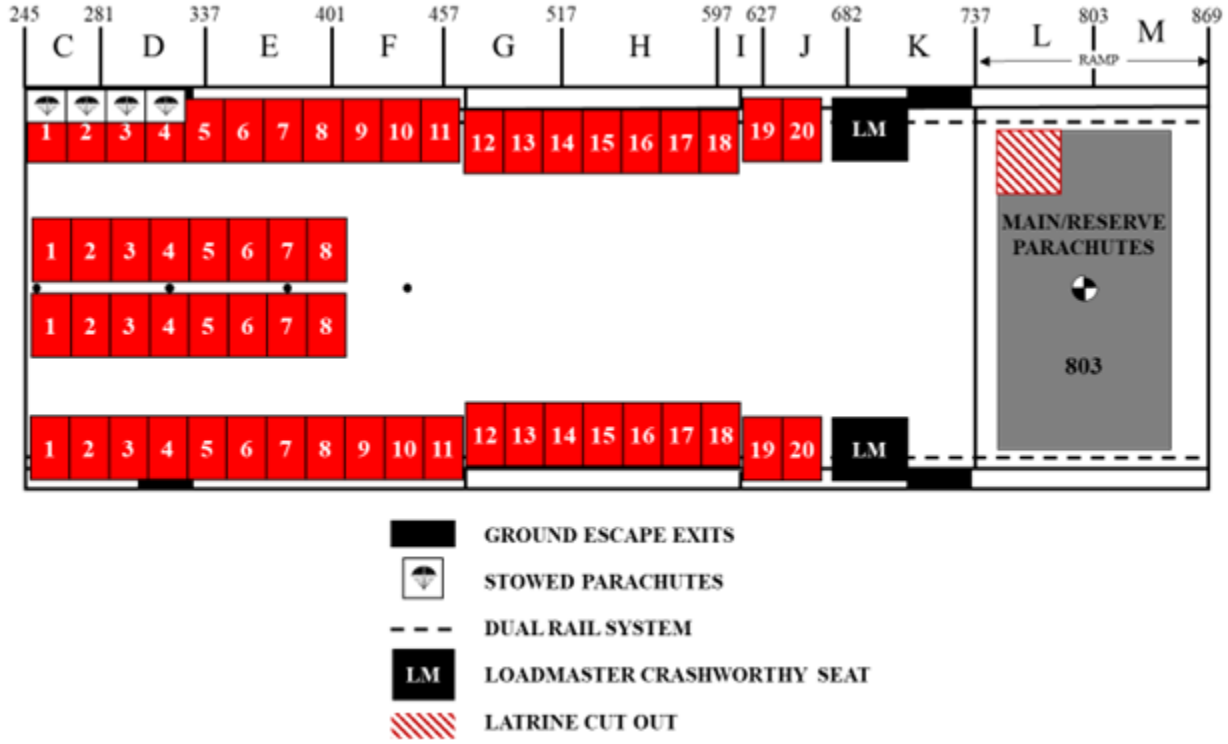


Table 4.54. Configuration STAP-2 Information.

Notes:

1. Provides fifty-six (56) troop seats (seat belts on 20-inch centers). This configuration is for inflight rigging of paratroopers on long-range missions.

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

3. Troop door cargo handling system sections are stowed as required.

4. Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. **(T-2)** When only 1 cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 31 paratroopers may be attached to a single cable.

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

STAP-2 Loading Table

Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	5	12	12	8	5	8	2	4	0

Figure 4.54. CONFIGURATION SATAP-2.

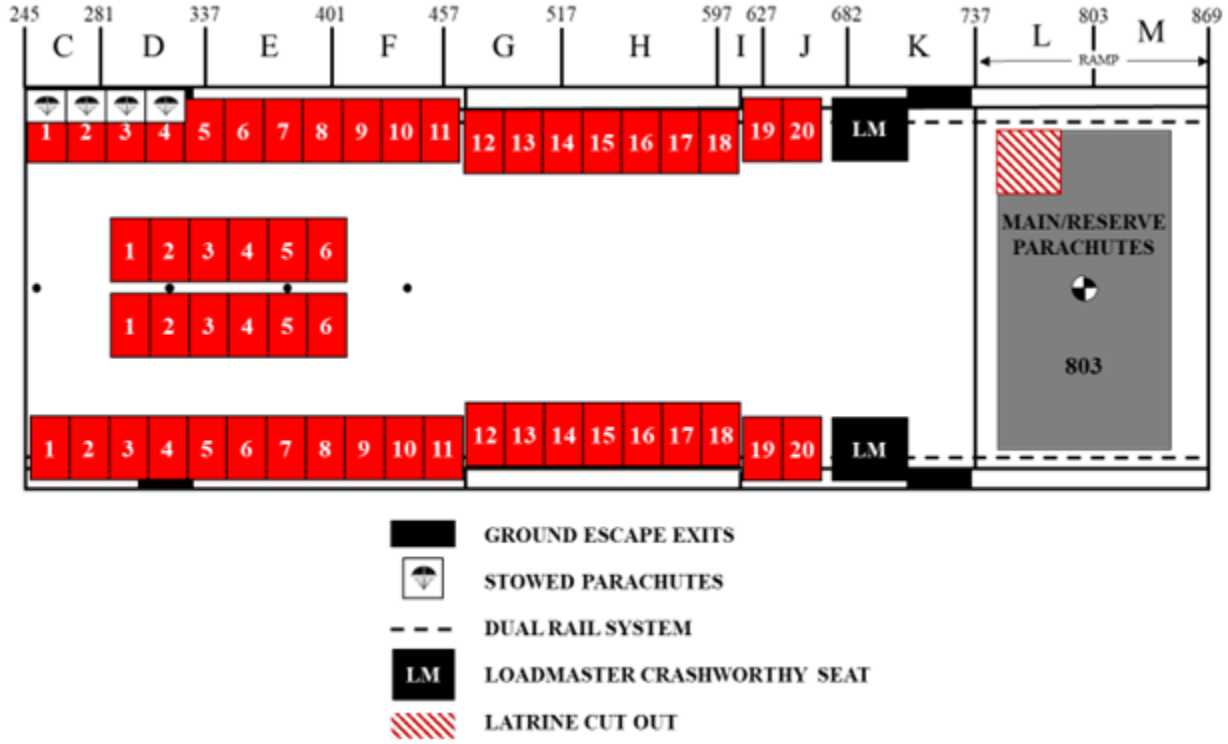


Table 4.55. Configuration SATAP-2 Information.

Notes:

1. Provides fifty-two (52) troop seats (seat belts on 20-inch centers). This configuration is for inflight rigging of paratroopers on long-range missions.

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

3. Troop door cargo handling system sections are stowed as required.

4. Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. **(T-2)** When only 1 cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 31 paratroopers may be attached to a single cable.

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

SA*TAP-2 Loading Table

Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	3	10	12	8	5	8	2	4	0

Figure 4.55. CONFIGURATION STAP-3.

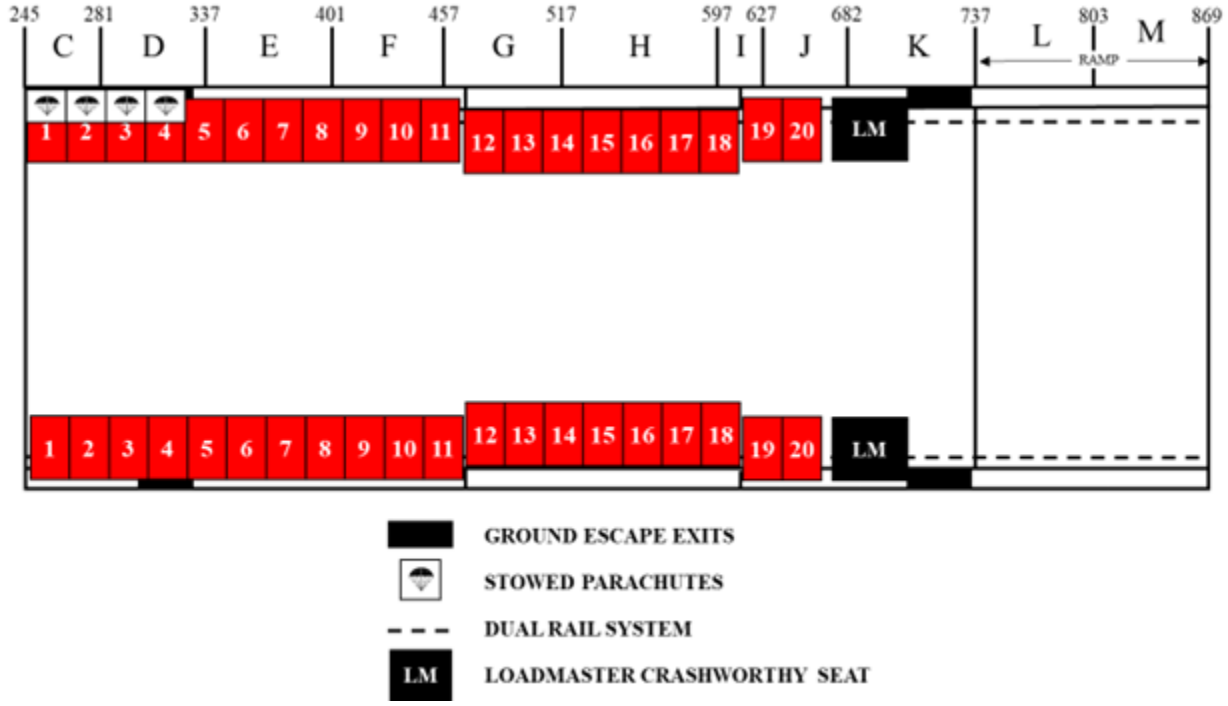


Table 4.56. Configuration STAP-3 Information.

Notes:

1. Provides forty (40) troop seats (seatbelts on 20-inch centers). This configuration may be used for paratroop door or tailgate operations including HALO/HAHO drops.

2. Troop door cargo handling system sections are stowed as required.

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

4. Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. **(T-2)** 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 31 paratroopers may be attached to a single cable.

5. For tailgate operations stow intermediate ramp roller conveyors and install anchor cables IAW TO 1C-130J-9, section III. **(T-2)** A maximum of 20 paratroopers maybe tailgated on a single cable.

6. Time to configure is 2 persons, 1 hour.

STAP-3 Loading Table

Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	3	6	6	6	5	8	2	4	0

Figure 4.56. CONFIGURATION SATAP-3.

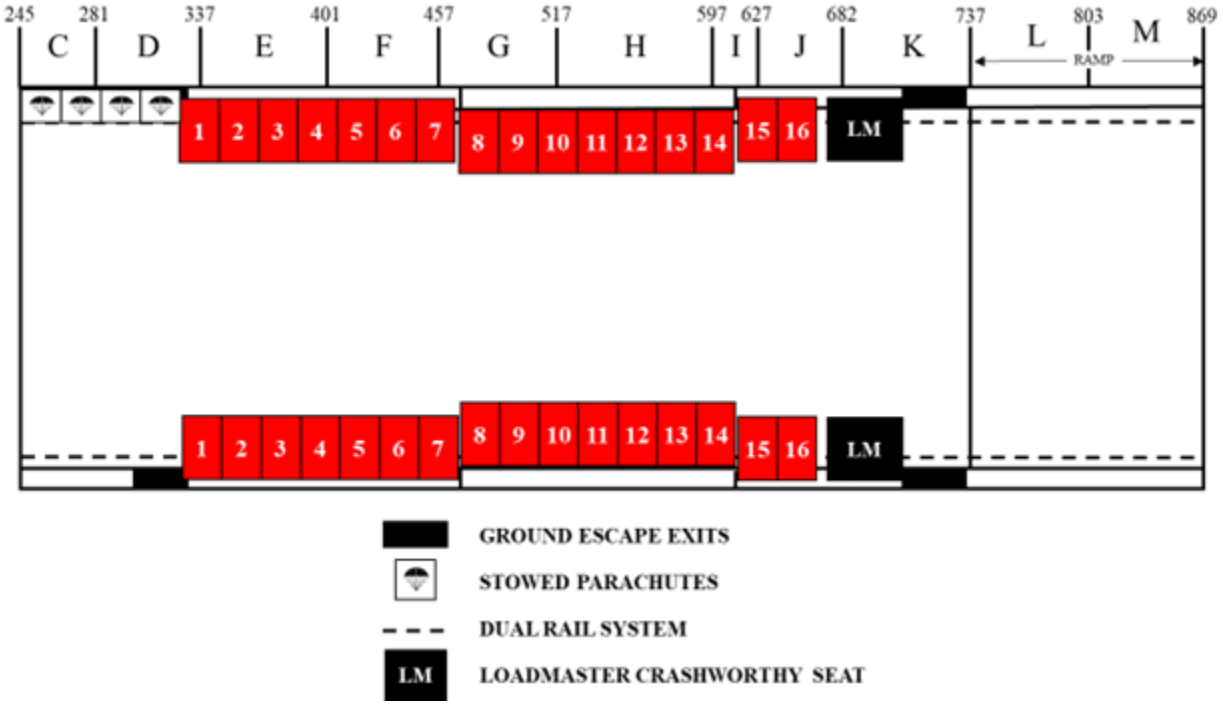


Table 4.57. Configuration SATAP-3 Information.

Notes:

1. Provides thirty-two (32) troop seats (seat belts on 20-inch centers). This configuration may be used for paratroop door or tailgate operations including HALO/HAHO drops.

2. Troop door cargo handling system sections are stowed as required.

3. Prior to seat installation, stow roller conveyors.

4. Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. **(T-2)** When only 1 cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 31 paratroopers may be attached to a single cable.

5. For tailgate operations, stow ramp roller conveyors and install anchor cables IAW TO 1C-130J-9, section III. **(T-2)** A maximum of 20 paratroopers maybe tailgated on a single cable.

6. Time to configure is 2 persons, 1 hour.

SA*TAP-3 Loading Table									
Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	0	1	6	6	5	8	2	4	0

Figure 4.57. CONFIGURATION STAC-1.

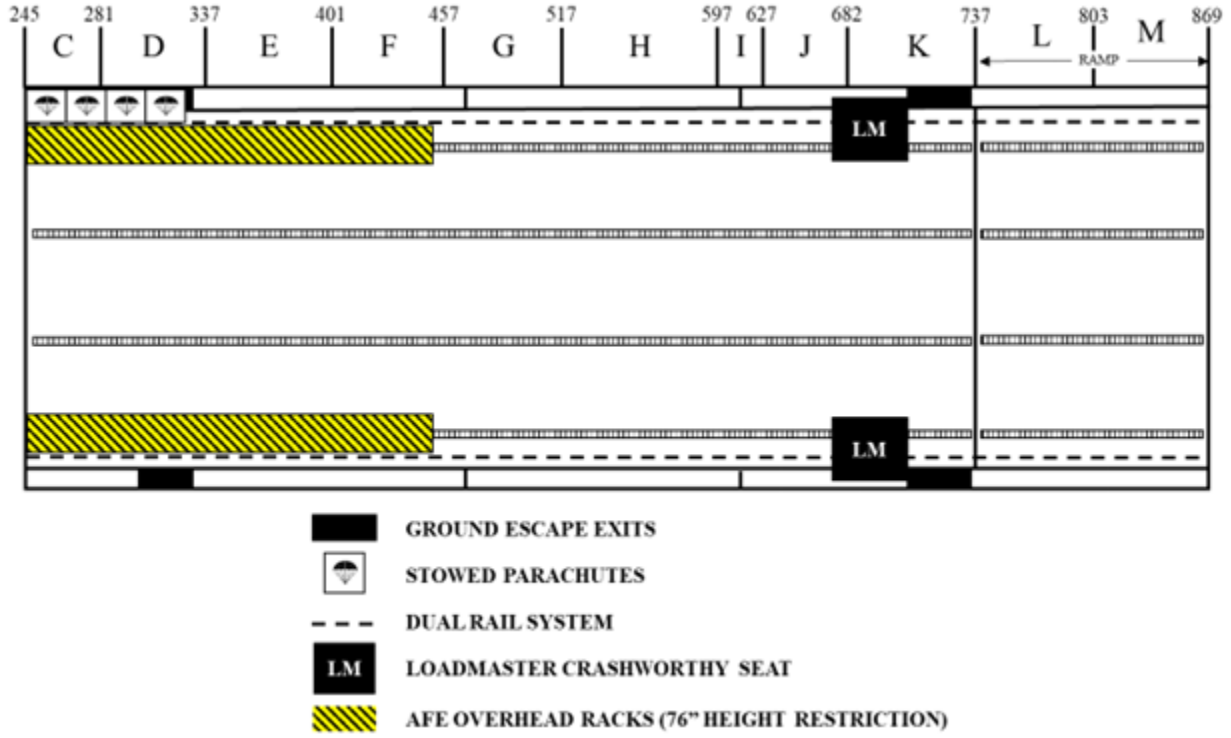


Table 4.58. Configuration STAC-1 Information.

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

Figure 4.58. CONFIGURATION STAC-2.

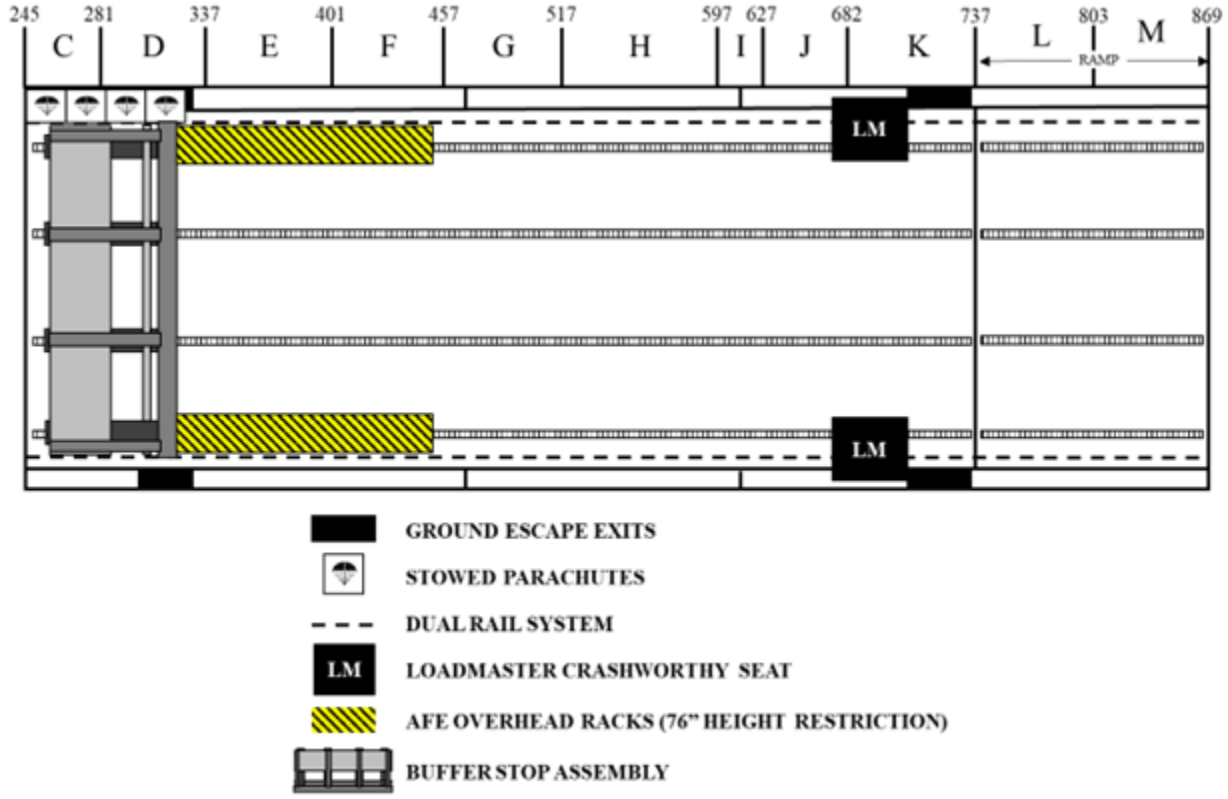


Table 4.59. Configuration STAC-2 Information.

Notes:
1. Individual A-22 containers, single stick up to 8 (48x48 inch) containers (even or odd number) may be airdropped utilizing this configuration. A maximum of 10 A-7A or A-21 containers may be dropped over the ramp using this configuration.
2. Mission tasking units will use the following criteria to schedule the buffer stop assembly (BSA) for CDS missions: a. The BSA will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less, an alternate forward barrier system may be used in lieu of the BSA.
3. Number of containers governs seat availability.
4. Combination drop is limited to single stick. Single stick weight cannot exceed 5,000 pounds. A maximum of 20 paratroopers may be tailgated depending on seats available and number of CDS containers.
5. Time to configure is two persons, one hour.

Figure 4.59. CONFIGURATION STAC-3.

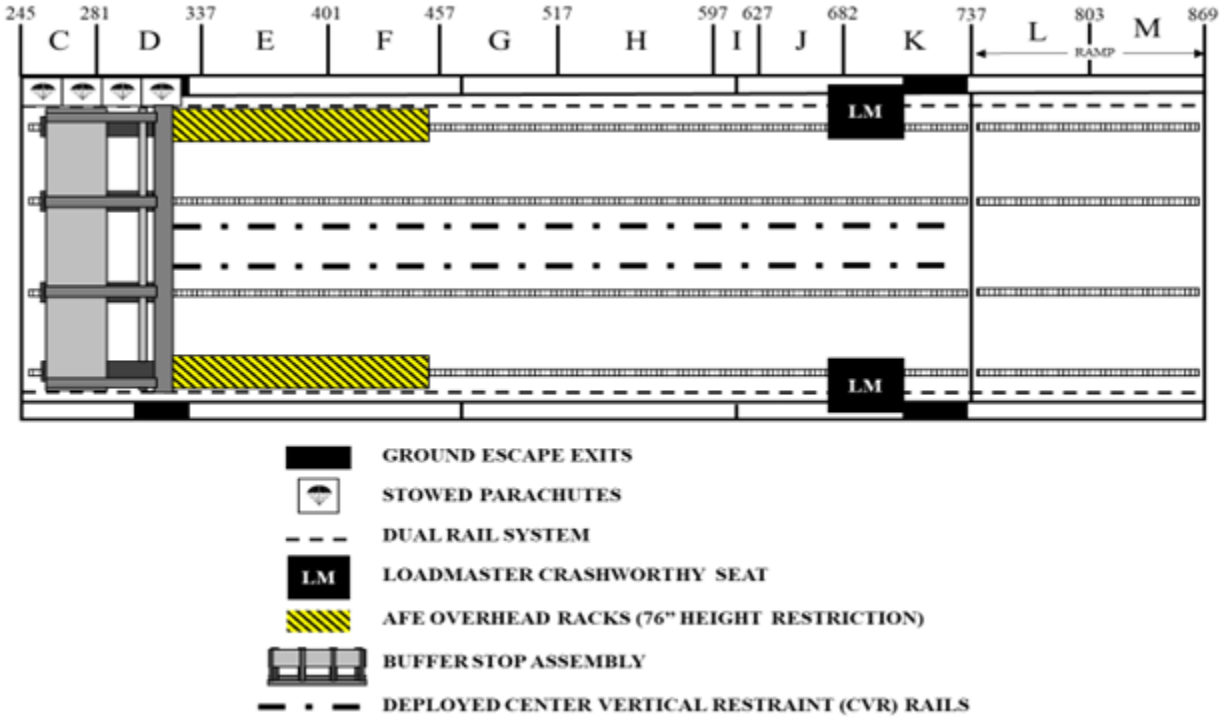


Table 4.60. Configuration STAC-3 Information.

Notes:

1. Individual A-22 containers, single stick up to 8 (48x48 inch) containers (even or odd number) or double stick up to 16 (48x48 inch) containers (any even number) may be airdropped utilizing this configuration.

2. Mission tasking units will use the following criteria to schedule the buffer stop assembly (BSA) for CDS missions:

   a. The BSA will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less, an alternate forward barrier system may be used in lieu of the BSA.

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

4. Position anchor cable stops IAW TO 1C-130J-9, Section VII. **(T-2)**

5. Number of containers governs seat availability.

6. Combination drops may include with up to 8 containers dropped from one side of the CVR and up to 20 paratroopers dropped from the opposite side.

7. Time to configure is 2 persons, 1 hour.

Figure 4.60. NASA Home Departure.

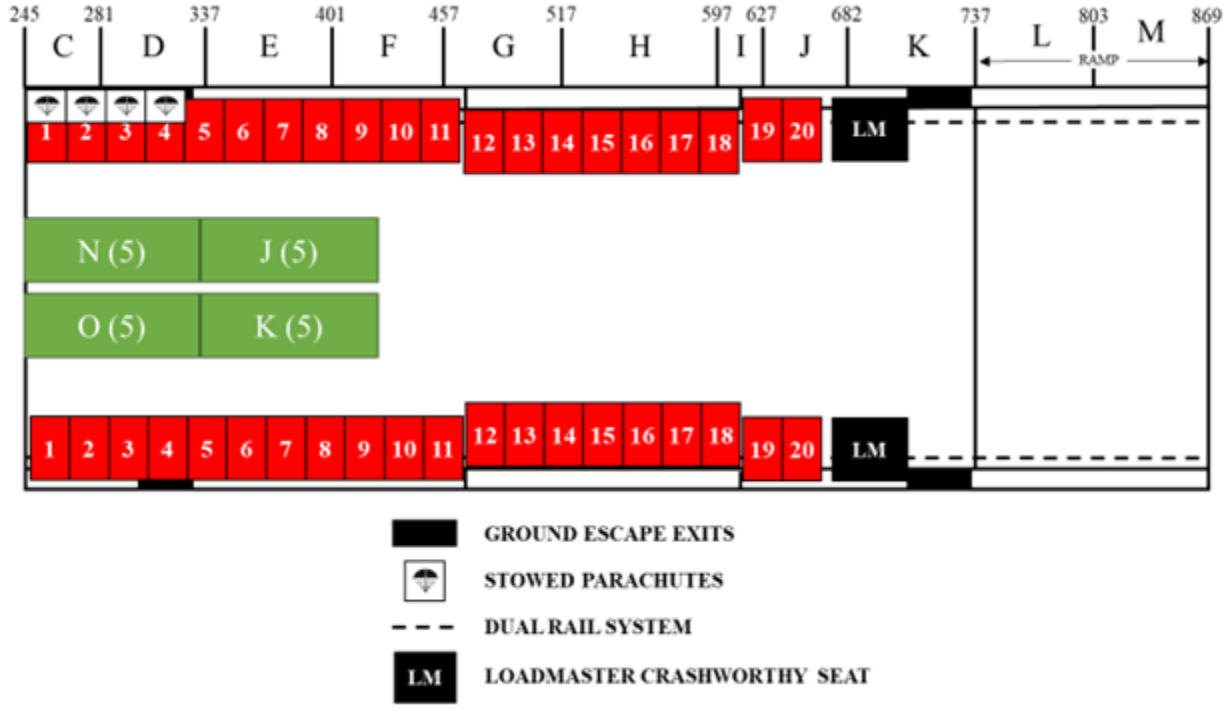


Table 4.61. Configuration NASA Home Departure Information.

Notes:
1. This configuration is used from home station departure supporting deployment of medical and firefighting personnel to the pre-staging base.
2. Normally provides twenty (20) litter spaces and forty (40) seats (seat belts on 20-inch centers).
3. Prior to seat installation, stow roller conveyors.
4. Time to configure is 2 persons, 1 hour.

NASA Home Departure Loading Table									
Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	3	6	6	6	5	8	2	4	0

Figure 4.61. NASA Pre-Stage Base Departure.

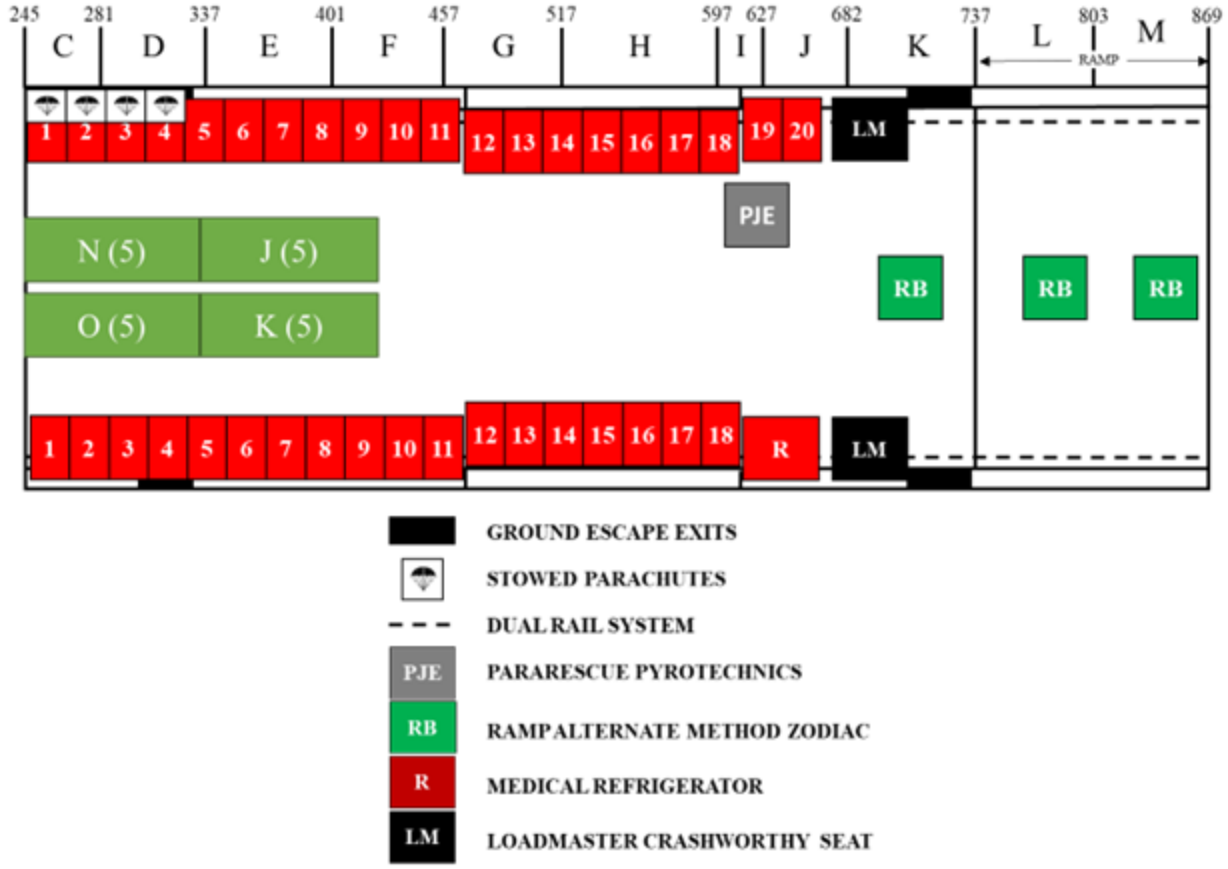


Table 4.62. Configuration NASA Pre-Stage Base Departure Information.

Notes:

1. This configuration is used at the pre-staging base for departure to the staging base deploying medical, firefighting, and pararescue personnel and equipment including onload of Rigging Alternate Method Zodiac (RAMZ) to support search and rescue operations

2. Normally provides twenty (20) litter spaces and thirty-eight (38) seats (seat belts on 20-inch centers).

3. Prior to seat installation, stow roller conveyors.

4. Time to configure is 2 persons, 1 hour.

NASA Pre-Stage Base Departure Loading Table

Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	3	6	6	6	5	8	2	2	0

Figure 4.62. NASA Search and Rescue Operations.

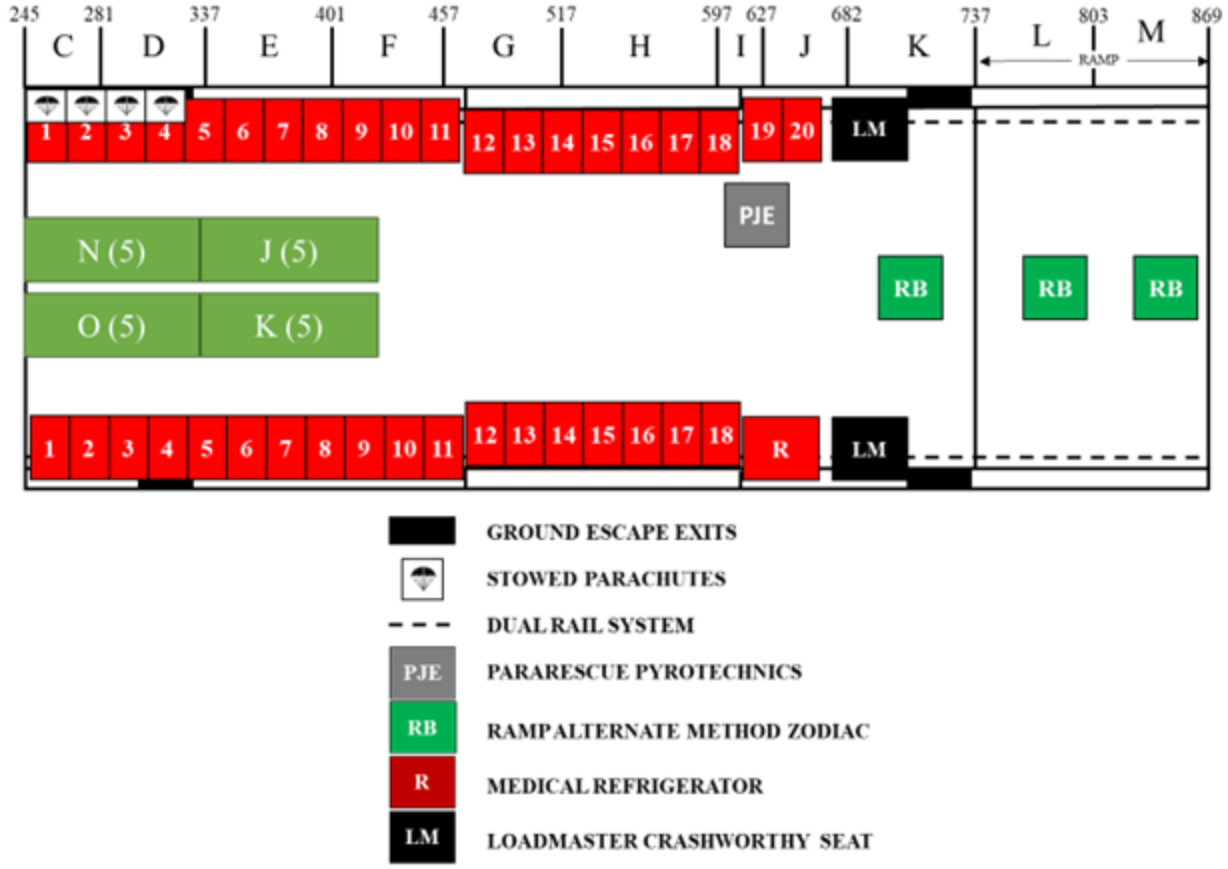


Table 4.63. Configuration NASA Search and Rescue Operations Information.

Notes:

1. This configuration is used for the conduct of search and rescue operations, which will include the airdrop of RAMZ's and pararescue personnel.

2. Normally provides twenty (20) litter spaces and thirty-eight (38) seats (seat belts on 20-inch centers).

3. Prior to seat installation, stow roller conveyors.

4. For tailgate operations, stow roller conveyors as required and install anchor cables IAW TO 1C-130J-9. **(T-2)**

5. Time to configure is 2 persons, 1 hour.

NASA Search and Rescue Operations Loading Table									
Seats per compartment	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**
	263	**309**	**369**	**429**	**487**	**557**	**612**	**655**	**710**
	3	6	6	6	5	8	2	2	0

Figure 4.63. NASA Medical Evacuation of Astronauts.

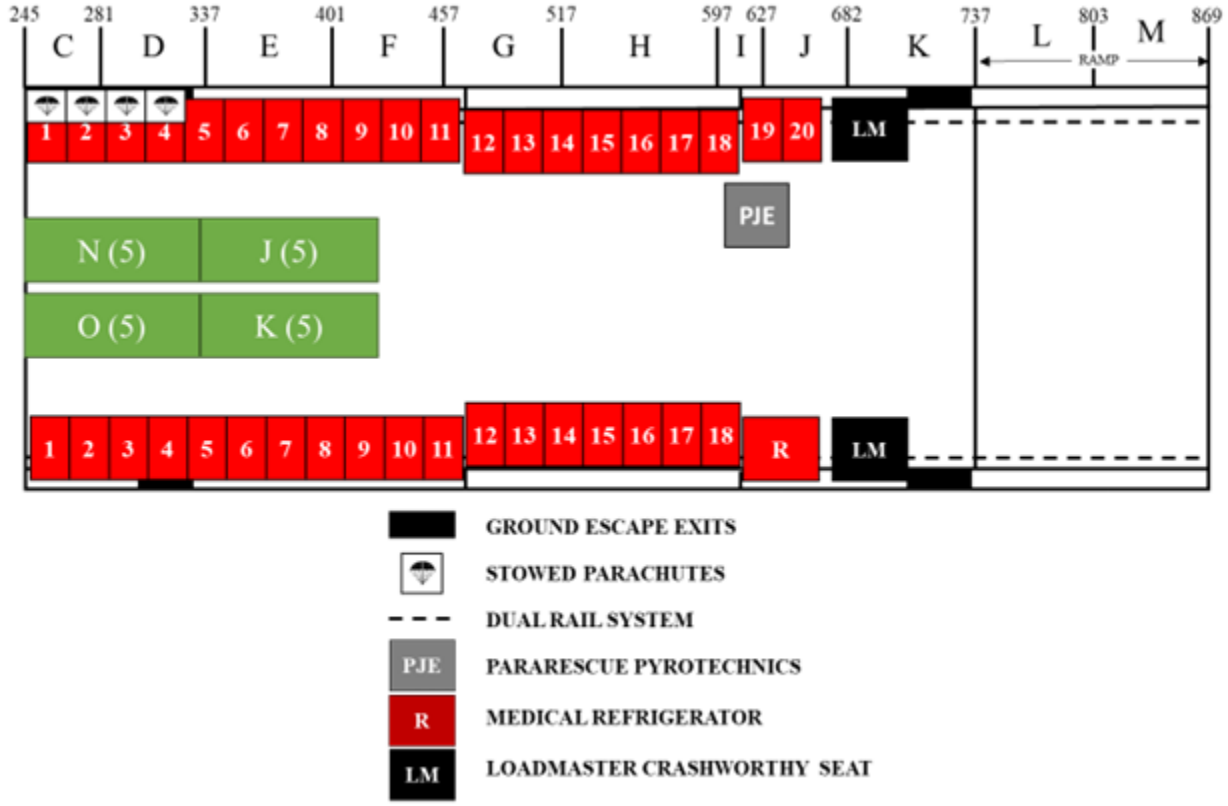


Table 4.64. Configuration NASA Medical Evacuation of Astronauts Information.

Notes:

1. This configuration is used to support medical evacuation of astronauts from the staging base to a regional medical center.

2. Normally provides twenty (20) litter spaces and thirty-eight (38) seats (seat belts on 20-inch centers).

3. Prior to seat installation, stow roller conveyors.

4. Time to configure is 2 persons, 1 hour.

NASA Medical Evacuation of Astronauts Loading Table

Seats per compartment	**C** **263**	**D** **309**	**E** **369**	**F** **429**	**G** **487**	**H** **557**	**I** **612**	**J** **655**	**K** **710**
	3	6	6	6	5	8	2	2	0

Figure 4.64. CONFIGURATION MAFFS-1.

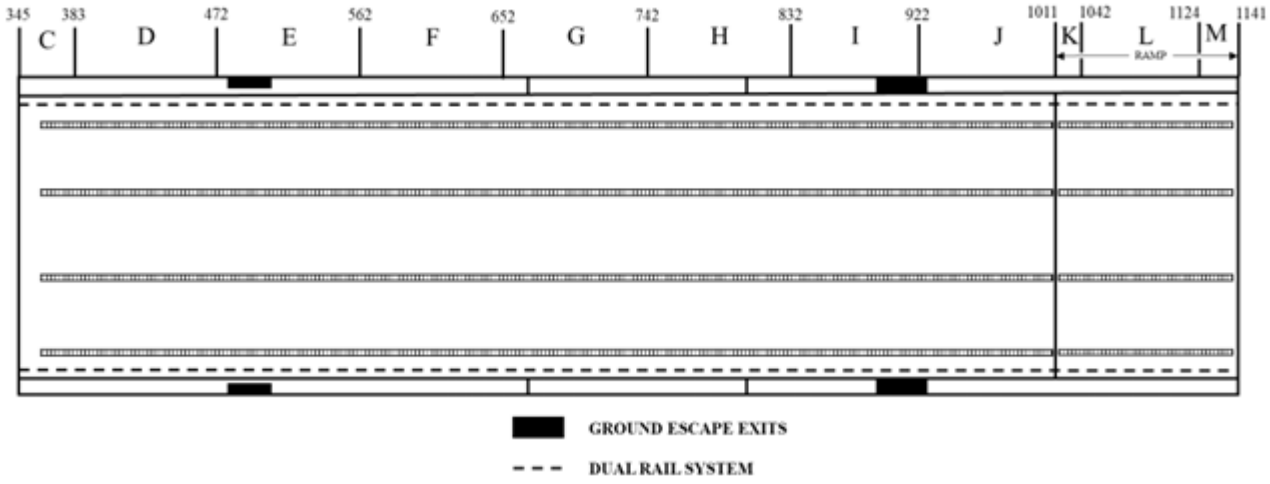
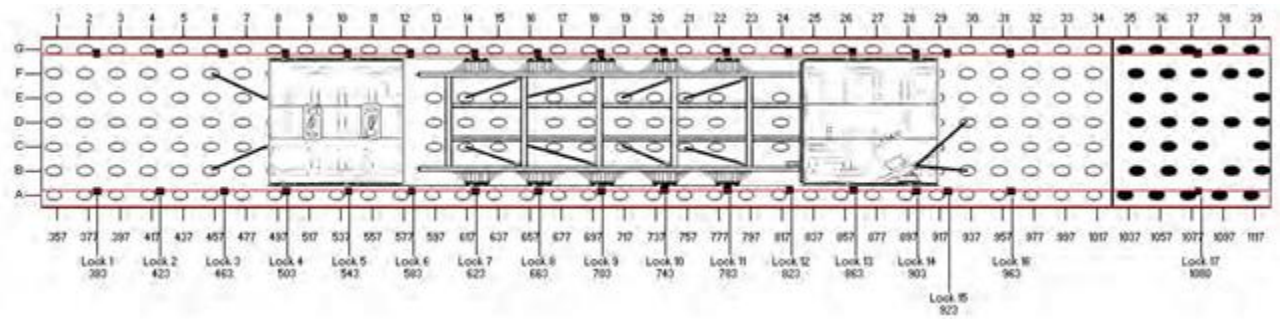


Table 4.65. Configuration MAFFS-1 Information.

Notes:
1. All cargo handling system rail sections and roller conveyors installed.
2. Seat availability is limited to sidewall seats aft of the paratroop doors for MAFFS deployment and redeployment missions only. No seats are available on MAFFS employment missions.
3. See **Table 3.4** for any aircraft equipment that may need to be removed due to weight requirements.

Figure 4.65. MAFFS System Tie down Locations.



Chapter 5

REFERENCE DATA

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

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

5.2.1. Equipment will not be positioned in a manner that obstructs the side emergency escape hatches. **(T-2)** 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.

5.2.2. One unobstructed emergency exit will be available for each 20 passengers/troops. **(T-2)** (This does not restrict overwater flights if the three overhead escape hatches are available for egress.)

5.2.3. When passengers are being airlifted, an unobstructed aisle way will be maintained to provide access to emergency exits. **(T-2)** The aisle way should normally be on the left side of the aircraft. If the aisle way is placed on the right side of the aircraft, then clearance to the right side of the aircraft must be maintained. Tiedown equipment (463L nets, straps, chains, and devices) should not be considered an obstruction.

5.2.3.1. On [-30] aircraft, pallet positions 4 through 7 ([C/W] aircraft, pallet positions 3 through 5), the aisle way will be a minimum of 14 inches wide. The aisle way will begin on the outboard frame of the Enhanced Cargo Handling System (ECHS) to the outer edge of the cargo. (**Figure 5.1**) **(T-2) Exception:** For oversized cargo in [-30] pallet positions 6 and 7 ([C/W] pallet position 5) that cannot create the required aisle way, (ex: ISU-90) the loadmaster on the aisle way side has the option to remove the Loadmaster Crashworthy seat to achieve the 14-inch aisle way requirement. In this case, the loadmaster will comply with paragraph 5.7.2.3 of AFMAN 11-2C-130Jv3. **(T-3)**

5.2.3.2. In the ramp area, the aisle way will be a minimum of 8 inches beginning at the outboard edge of the ECHS. Additionally, access to aft latrine facilities requires a 20-inch clear area on the forward right side of cargo loaded on the ramp.

5.2.4. If the aisle way requirement in **paragraph 5.2.3** cannot be achieved on missions carrying crew only or MEPs authorized by operations order/plan or Director, Mobility Forces (DIRMOBFOR), then an aisle way will be maintained in the wheel well area that provides a minimum of 14 inches between the outer edge of the cargo and aircraft beginning no higher than 36 inches above the floor/pallet/platform or a minimum of 30 inches between the outer edge of cargo and the aircraft beginning no higher than 60 inches above the floor/pallet/platform. **(T-2)** The ECHS outboard frame provides 8 inches of this requirement on the main cargo floor (**Figure 5.2**.).

5.2.5. On all missions, cargo will be loaded in such a way that the crew will have access to the rear of the aircraft for tactical/emergency checklists. **(T-2)** Loads in Section VI of TO 1C-130J-9 are specific and do not require a waiver.

Figure 5.1. Safety Aisles (Wheel Well & LMCS Area W/Passengers).

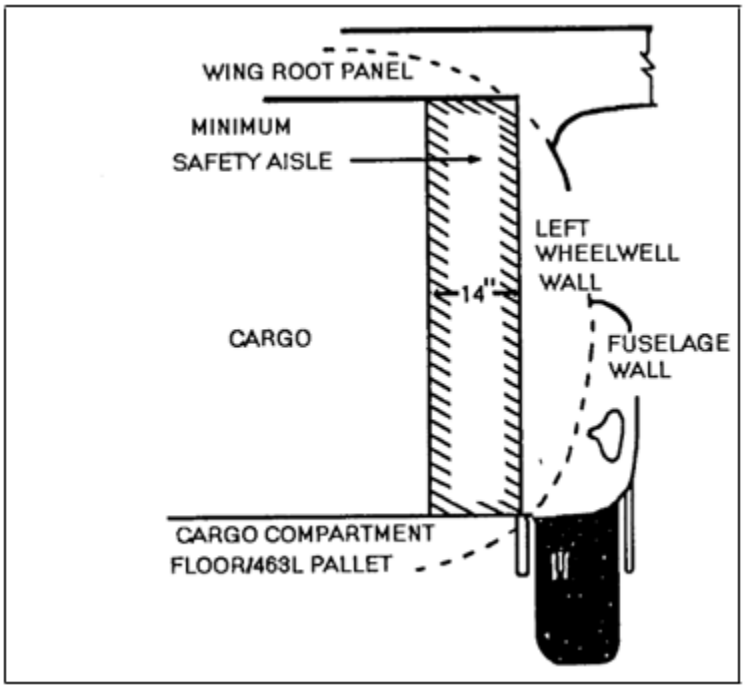


Figure 5.2. Safety Aisles (Wheel Well Area, Crew Only or Mission Essential Personnel).

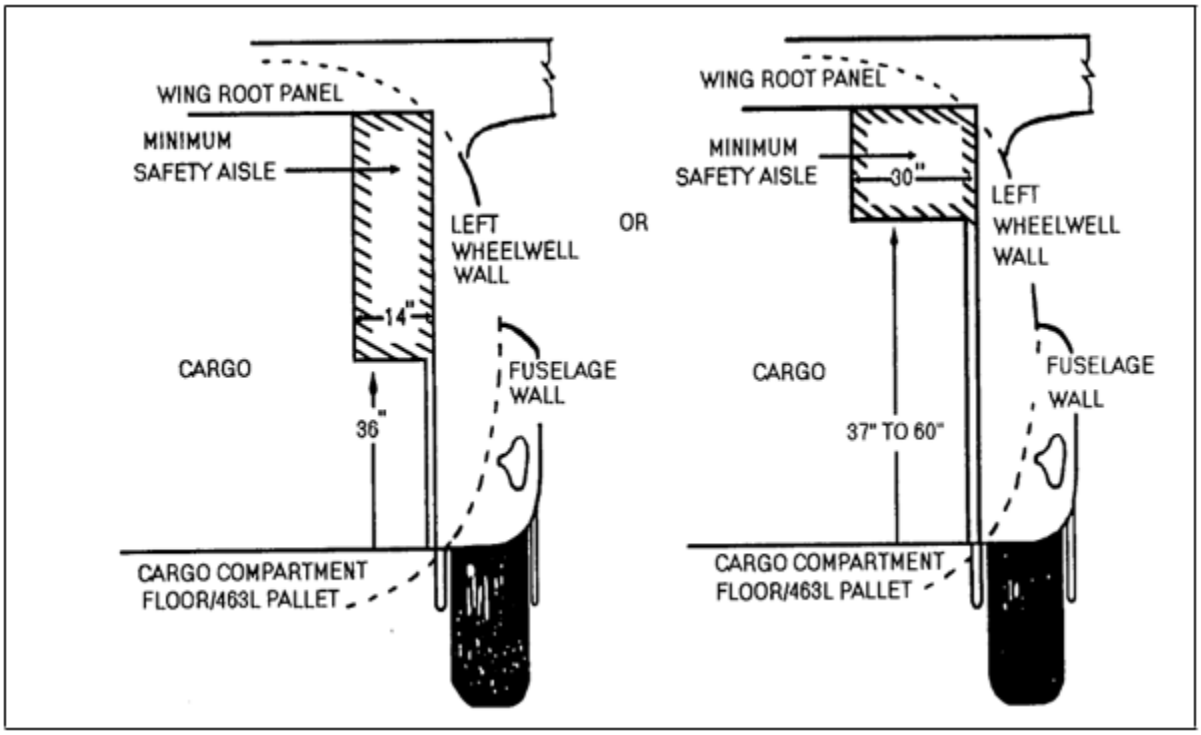


Table 5.1. Standard Weights.

Item	Weight/lbs.

Crewmember (with professional gear)	200	
Passenger (without baggage)	175	
Patient, litter (without baggage)	195	
Patient, ambulatory (without baggage)	175	
	Training	**Combat**
Ground trooper with web gear and weapon	210	210
Ground trooper with carry-on baggage	210	210
Ground trooper with web gear, weapon, and rucksack	250	300
Ground trooper with combat equipment/tools	250	300
Ground trooper with web gear, weapon, rucksack, duffel bag	350	400
Ground trooper with combat equipment/tools and duffel bag	350	400
Parachutist with web gear, weapon, and rucksack	300	350
Parachutist, Hollywood--no equipment or weapon	220	---
Parachutist, ramp and door (tailgate) operations	325	325
Rucksack	40	80

Note: Maximum weight for paratroopers (tailgate operations) is 325 pounds. All other personnel standard weights shown above are for planning purposes only. Actual weights will be used if known. Maximum weight for paratroopers (paratroop doors) is 400 pounds. It is up to the user to ensure weight limit compliance.

Equipment	**Weight/lbs.**
Aircrew body armor	7
Anti-exposure suit CWU-16/P	6
Buffer stop assembly (Type II/Type V)	585/620
Dynamic Retasking Capability (DRC) –B-Kit (Roll On/Off)	200
Emergency Passenger Oxygen System (EPOS)	2
Extraction Parachute Jettison System Kit (EPJS) (Kit bag, 1 power cable, 1 Control Box, 2 Y-connectors, 2 interconnect cables, 1 main cable)	26
EPJS Control Box	1.5
EPJS Power Cable	1
EPJS Main Cable	3
EPJS Y-Connector	3
EPJS Interconnect Cable	.5

Joint Precision Aerial Delivery System (JPADS) equipment (Roll on/off)	70
Life raft. 46 man	95
Life sustaining equipment demonstration kit	5
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	25
Liquid container w/o contents	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-15C)	21
Oxygen bottle, portable	6
Oxygen mask, 358-1506 Quick Don	3
Oxygen System, High Pressure (Kit) (Empty/Filled)	42/56
Pallet (HCU-6/E)	290
Pallet with nets (HCU-6/E; HCU-7/E; HCU-15/C)	355
Palletized seats	741
Parachute (BA-22) (With/Without personal lowering device)	32/27
Parachute (BA-30) (With/Without personal lowering device)	30/26
Passenger service kit	10
Personnel restraint harness, PCU 17/P	9
Portable lavatory assembly	400
Portable therapeutic liquid oxygen (PTLOX) (Full/Empty)	80/55
Protective breathing equipment (PBE)	5
Protective clothing kit	40
Pry bar	49
Ramp support (wooden)	85
Shoring, planking 2’ x 12’ x 12’	75
Shoring, plywood ½’ x 4’ x 8’	43

Shoring, plywood ¾’ x 4’ x 8’	64
Single/double lavatory on pallet	600/1,200
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, MB-1/CGU-4/E (10,000 lb)	7
Tiedown, chain, MB-2/CGU-3/E (25,000 lb)	20
Tiedown, device, MB-1/CGU-4/E (10,000 lb)	3.5
Tiedown, device, MB-2/CGU-3/E (25,000 lb)	6
Tiedown, strap, CGU-1/B (5,000 lb)	4
Tiedown, strap, CGU-1/B (10,000 lb)	4
Towed paratroop retrieval system	13
Water, container (2-gallon, Igloo (w/contents))	25
Water, container (5-gallon, Igloo (w/contents))	50
Water, drinking, per gallon	8
Wheel chock (20-inch)	14
Winch, cargo, HCU-9/A	290
Winch, cargo, Hoover	249
Winch, cargo, Bulldog 41B	196
Winch, cargo, Bulldog 41BG	175
Winch, control pendant electrical cable (Lucas) 24/60	5/10
Winch, power cable (Bulldog, Hoover/HCU-9/A)	48/25

Table 5.2. Protective Armor.

Location	Weight (lb)	Station	Moments
Flight Station	1180	LS 263	310
		FS 186	219
Nose wheel well and LOX bottle	202	LS 246	50
		FS 133	27
Cargo Compartment (Paratroop Doors)	252	LS 917	231
		FS 720	181

Loadmaster Station/Crew Door	187	LS 330 FS 220	62 41
Note: Add armor to EXTRA Equipment in CNI-MU (Line 7 of the DD Form 365-4) when armor is installed on the aircraft.			

Table 5.3. Aircraft Defensive System Equipment.

Location	Weight (lb)	Station	Moments
Nose Dispensers (2 Flares and 2 Chaff)	82	LS 321 FS 221	26 18
Mid Dispensers (4 Flares and 4 Chaff)	164	LS 780 FS 600	128 98
Tail Dispensers (1 Flare and 1 Chaff)	41	LS 1361 FS 1080	56 44
Flare Canister	21		
Chaff Canister	20		
Note: Some units add chaff and flares into the basic weight. Re-adjustments need not be made as individual flares/chaff are dispensed. Adjustments must be made if the weight has been added and then the dispensers subsequently removed.			

Table 5.4. C-130J-30 Cargo Handling System Locks and Seat Stanchion Locations.

Lock Number	LS Location
1	383
2	423
3	463
4	503
5	543
6	583
7	623
8	663
9	703
10	743
11	783
12	823
13	863
14	903

15	923
16	963
Ramp	1083
Seat Stanchion #	**LS Location**
1	357
2	381
3	432
4	461
5	532
6	592
7	652
8	712
9	772
Ladder	832-852
10	892
11	932
12	972
13	1012
Notes: 1. Seat bottom extension adds 9 ¾ inches when installed. 2. Seat back extension adds 7 inches when installed.	

Table 5.5. C-130J Cargo Handling System Lock and Seat Stanchion Locations.

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

8	583
9	623
10	663
11	683
12	803
Seat Stanchion #	**FS Location**
1	262
2	333
3	393
4	453
5	513
6	573
Ladder	633-653
7	693
8	733
Notes: 1. Seat bottom extension adds 9 ¾ inches when installed. 2. Seat back extension adds 7 inches when installed.	

Chapter 6

WEIGHT & BALANCE INPUTS AND INSTRUCTIONS

6.1. Introduction. The loadmaster is responsible for entering weight and balance data into the CNI-MU WT & BAL. pages and transferring that information onto the DD Form 365-4 Form-F. This can either be accomplished manually, or electronically IAW **paragraph 6.4**.

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

6.3. General Instructions. These instructions apply to calculating data in the CNI-MU and ensuring the proper operating areas and CG limits are selected.

6.3.1. On the OPERATING WT page, enter aircraft basic weight and moment (or verify correct entry) based on the DD Form 365-3, Chart C, *Basic Weight and Balance Record*. Enter correct number and location of crew members, bags, steward's equipment, emergency, and extra equipment.

6.3.2. On the FUEL page, verify the correct calculated takeoff fuel is displayed. If tank quantity indicators are inoperative, and the forms have been documented with tanks being dipped, enter this amount here. Calculate the estimated landing fuel (ELF) using following criteria to compute fuel burn off when flight plan fuel weights are not available. It is imperative that estimated landing fuel is calculated as precisely as possible to ensure the CNI-MU makes the most accurate calculations.

6.3.2.1. 4,000 PPH - normal flight at altitude (PPH = pounds per hour.)

6.3.2.2. 5,000 PPH - first hour of flight (climb out) or low level.

6.3.3. On the PAYLOAD page, either enter current payload, or verify MFCD entered cargo transferred correctly. Ensure airdrop loads are double slashed for accurate landing CGs.

6.3.4. LIMITS Page. Gross weights may also be limited by operating conditions, i.e., obstacle clearance, rate of climb, weather conditions, altitude, runway/taxiway bearing capacity, or any other published restrictions. The pilot will inform the loadmaster of any gross weight restrictions prior to mission planning so an accurate allowable cabin load (ACL) may be obtained. **(T-3) WARNING:** Failure to properly calculate the LIMITS page could result in inaccurate CGs being calculated and may cause loss of control in flight.

6.3.4.1. Takeoff. Unless other restrictions, such as those named above, are imposed, use 164,000 pounds for all C-130J models.

6.3.4.2. Landing. Unless landing restrictions, such as assault landings, are imposed, use 164,000 pounds for all C-130J models.

6.3.4.3. Limiting Wing Fuel. The CNI-MU is the primary method to compute Limiting Wing Fuel. To determine max ACL, loadmasters will toggle the right line select key 1 to

OP AREA "C". The highlighted field under the ALLOW LOAD section is the max ACL for the planned leg.

6.3.5. Permissible C.G. Takeoff and Landing. Loadmasters will use the CG limits listed in operating area C unless mission dictates otherwise.

6.4. Electronic Form F. Paperless Form F procedures are authorized under the following conditions:

6.4.1. The unit Operation Group Stan/Eval (OGV) has created guidance and procedures that are approved by the respective Operation Group Commander (OG/CC) and Air Mobility Command Aircrew Standardization and Evaluation (AMC/A3V) C-130J section.

6.4.2. The electronic file (digital form, digital photographs of weight and balance data, etc.) must contain all required data prescribed in section 6 of Technical Order (TO) 1-1B-50, *Basic Technical Order for USAF Aircraft Weight and Balance*. **(T-1)**

6.4.3. 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)**

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

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

6.5. Instructions for Form F. If a paper Form F (DD Form 365-4) is required, copy the information from data entered in the CNI-MU Weight and Balance Pages and handwrite, type, or electronically generate a copy of the DD Form 365-4. A copy of the completed DD Form 365-4 Form F will be attached to the flight plan, or given to the controlling ground agency, quality assurance, transient alert, maintenance, etc. **(T-2) Note:** In the remarks section, enter a breakdown of takeoff fuel weight for each tank to the nearest 100 pounds and moments using the CNI-MU. **Note:** During engine running on loads or when planned ground times require, a combined load C/B may be used if a validated load plan is presented, and the aircraft is loaded per the load plan.

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

JAMES C. SLIFE, Lt Gen, USAF
Deputy Chief of Staff, Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DODI 5400.11, *DoD Privacy and Civil Liberties Programs*, 29 January 2019

AFI 11-202, Volume 3, *Flight Operations,* AMC Supplement, 14 June 2021

AFI 33-322, *Records Management and Information Governance Program,* 23 March 2020

AFI 33-332, *Air Force Privacy and Civil Liberties Program*, 10 March 2020

AFMAN 11-2C-130J, Volume 3, *C-130J Operations Procedures*, 1 August 2023

AFMAN 11-301, Volume 2, *Management and Configuration Requirements for Aircrew Flight Equipment (AFE)*, 12 February 2020

AFPD 11-2, *Aircrew Operations,* 31 January 2019

TO 00-20-1 *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures,* 26 September 2022

TO 1C-130J-1, *Flight Manual,* 1 July 2022

TO 1C-130(C)J-5-1, *Basic Weight Checklist*, 1 July 2020

TO 1C-130(C)J-5-2, *Loading Data Manual*, 1 July 2020

TO 1C-130J-5-1, *Basic Weight Checklist*, 1 July 2020

TO 1C-130J-5-2, *Loading Data Manual*, 1 July 2020

TO 1C-130J-9, *Cargo Loading Manual*, 1 January 2022

TO 1-1B-50, *Basic Technical Order for USAF Aircraft Weight and Balance,* 1 August 2019

Adopted Forms

DAF Form 847, *Recommendation for Change of Publication*

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

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

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

Abbreviations and Acronyms

A/C—Adult/child

ACL—Allowable cabin load

ACM—Additional crewmember

AE—Aeromedical evacuation

AECM—Aeromedical evacuation crewmember

AET—Aeromedical evacuation technician

AFE—Aircrew flight equipment

AFI—Air Force instruction

AFR—Air Force Reserve

AFMAN—Air Force manual

AFTO—Air Force technical order

ANG—Air National Guard

A/R—As required

BSA—Buffer stop assembly

C/B—Center of balance

CDS—Container delivery system

CG—Center of gravity

CMT—Charge medical technician

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

CVR—Center vertical restraint

DRC—Dynamic Retasking Capability

DIRMOBFOR—Director, Mobility Forces

ECHS—Enhanced cargo handling system

ELF—Estimated landing fuel

EPOS—Emergency passenger oxygen system

FCIF—Flight crew information file

FS—Fuselage station

FN—Flight nurse

HAHO—High altitude high opening

HALO—High altitude low opening

HPOS—High pressure oxygen system

IAW—In accordance with

I-CDS—Improved container delivery system

JPADS—Joint Precision Aerial Delivery System

LMCS—Loadmaster crashworthy seat

LPU—Life preserver unit

LS—Load station

MAC—Mean aerodynamic chord

MAFFS—Modular Airborne Fire Fighting Systems

MAJCOM—Major command (for the purposes of this AFMAN, includes ANG)

MCD—Medical crew director

MEP—Mission essential personnel

MFCD—Multifunction control/display

MOST—Mobile oxygen storage tank

NASA—National Aeronautics and Space Administration

OPR—Office of primary responsibility

PAA—Primary aircraft authorized

PBE—Protective breathing equipment

PCK—Protective clothing kit

PDM—Periodic depot maintenance

PPH—Pounds per hour

PTLOX—Portable therapeutic liquid oxygen

RAMZ—Rigging alternate method zodiac

TCTO—Time compliance technical order

TO—Technical order

Office Symbols

AESW—Aeronautical System Wing

AESS—Aeronautical System Squadron

AF/A3T—Headquarters USAF Training and Readiness Directorate

AMC/A3V—Air Mobility Command Aircrew Standardization and Evaluations

AMC/A3VX—Air Mobility Command Aircrew Standardization and Evaluations Airlift Branch

MAJCOM/A3—Major Command Directorate of Operations

OG/CC—Operation Group Commander

Terms

Additional crewmember (ACM)—Aircrew members not required for a particular mission being flown, but who are required for follow-on missions.

Aeromedical evacuation (AE)—Movement of patients under medical supervision between medical treatment facilities by air transportation.

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.

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

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

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

Modular Airborne Fire Fighting System (MAFFS)—A palletized pressurized tank system and dispensing nozzle loaded on C-130J aircraft modified by TCTO 1C-130J-866. When mobilized, MAFFS equipped aircraft will be employed in support of the National Interagency Fire Center (NIFC) or a respective tate agency responsible for firefighting to control forest / wild land fires.

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