*BY ORDER OF THE SECRETARY OF THE AIR FORCE*

*AIR FORCE MANUAL 11-2EC/MC-130J, VOLUME 3, ADDENDUM A*

*9 DECEMBER 2020*

*Flying Operations*

*EC/MC-130J OPERATION CONFIGURATION/MISSION PLANNING*

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This addendum implements Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure,* and AFMAN 11-202, Vol 3, *Flight Operations.* It establishes procedures for the operation of MC-130J and EC-130J aircraft to accomplish their worldwide operational and training missions and establishes basic cargo compartment configuration, standard equipment, and location of such equipment aboard the EC/MC-130J aircraft. This manual applies to civilian employees and uniformed members of the Air Force's Regular Air Force (RegAF), Air Force Reserve (AFR), and Air National Guard (ANG) when flying the EC-130J or MC-130J. It provides the most acceptable guidance and procedures for most circumstances, but does not replace sound judgment. This addendum requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10 United States Code (USC), Section 9013, *Secretary of the Air Force*. The applicable System of Records Notice (SORN) F011 AF XO A, *Aviation Resource Management Systems (ARMS),* is available at: **http://dpclo.defense.gov/Privacy/SORNs.aspx**. The authority for maintenance of the Automated Records Management System (ARMS) is 37 USC 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriation Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), DOD Directive 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2); and E.O. 9397 (SSN) as amended by Executive Order 13478, Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers, November 18, 2008. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and*

*Information Governance Program*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. Major Commands (MAJCOM) may supplement this addendum according to AFI 11-200. These supplements will not duplicate or be less restrictive than the provisions of this addendum. Forward MAJCOM supplements to AFSOC/A3V and Air Force Flight Standards Agency (AFFSA)/XOF for coordination before publication and provide AFFSA/XOF one copy after publication. The authorities to waive wing/unit level requirements in this addendum are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See DAFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

## *SUMMARY OF CHANGES*

This addendum has a revised **Table 1.1** Aircraft Installed Aircres Life Support Equipment Configuration, revised **Table 2.1** Required Equipment, updated **paragraph 3.4** Crew/Passenger/Troop Drinking Water, and updated charts to include Igloo® as a water container.

## Chapter 1

## GENERAL GUIDANCE

**1.1. General.** This addendum establishes basic cargo compartment configuration, standard equipment, and equipment locations aboard EC Commando Solo (CS) or Super J (SJ)-130/MC-130J aircraft, minus any electronic modifications installed that affect weight and balance. An infinite number of variations are available. The cargo compartment configurations listed in this Addendum are the most typical encountered day-to-day. Some EC/MC-130J aircraft have additional equipment installed that may affect configuring the aircraft as listed. For operational planning purposes, each configuration has an average time annotated and number of personnel to configure the airplane. The times quoted are approximate figures and are configuration times only. They do not include de-configuration times. For example, reconfiguring from a P-1 configuration, 84 sidewall and center-aisle seats to a C-1 configuration (clean floor) requires more than one-half hour for one person, which is the time allocated to configure a C-1 configuration.

**1.2. Waivers.** Waiver authority for the contents of this document is AF/A3O. In accordance with AFMAN 11-202, Vol 3, the MAJCOM/A3 is the waiver authority for operational procedure requirements. Waiver requests should be submitted through MAJCOM Standardization and Evaluation channels to the A3. As applicable, MAJCOM/A3 will forward requests to AF/A3O, with an info copy to AF/A3S.

1.2.1. Tier requirements in accordance with DAFI 33-360, refer to waiver authority based on level of risk.

1.2.1.1. "Tier 0" **(T-0)** requirements are reserved for requirements that non-compliance is determined and waived by respective non-Department of the Air Force authority.

1.2.1.2. "Tier 1" **(T-1)** requirements are reserved for requirements that non-compliance may put airman, mission, or program strongly at risk. The MAJCOM/CC or equivalent (may delegate no lower than the appropriate MAJCOM or equivalent Director) with coordination of the publication's Approving Official. For requests from ANG units, the NGB/CF (delegable no lower than ANGRC/CC), with coordination of the publication's Approving Official.

1.2.1.3. "Tier 2" **(T-2)** requirements are reserved for requirements that potentially put the mission at risk or potentially degrade the mission or program, and may only be waived by the MAJCOM/CC or delegate. The MAJCOM/CC or equivalent (delegable no lower than the first General Officer in the chain of command or personnel meeting T-1 delegation authorization). For requests from ANG units, the NGB/CF (delegable no lower than ANGRC/CC or appropriate NGB Director).

1.2.1.4. "Tier 3" **(T-3)** non-compliance may limit mission or program effectiveness or efficiency and has a relatively remote potential to create risk of mission or program failure, death, injury, legal jeopardy or unacceptable, fraud, waste or abuse. Waiver authority is the Wing/CC (Delegable no lower than Squadron CC or delegate.

**1.3. Roles and Responsibilities.** Operational plans must consider the most appropriate configuration that satisfies mission requirements and permits the minimum amount of variations

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

**1.4. Standard Configuration Codes.** Use the following codes when referring to EC/MC-130J cargo compartment configurations.

1.4.1. AE – Aeromedical Evacuation.

1.4.2. C – Cargo.

1.4.3. CP – Cargo and Passengers.

1.4.4. LP – PSYOP.

1.4.5. P – Passengers.

1.4.6. RAPID – Infil/Exfil Equipment or Personnel.

1.4.7. TAC – Tactical Airdrop Cargo.

1.4.8. TAP – Tactical Airdrop Paratroop.

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

**1.6. Weight and Balance.**

1.6.1. Configuration equipment and necessary supply changes affect aircraft weight and balance. To standardize equipment quantities and location, items shown in **Table 2.1** will be included in the aircraft basic weight and remain on the aircraft except for maintenance, inspection, and when directed by this addendum. Equipment listed in **Table 1.1** and **Table 2.2** will be added as necessary when computing the weight and balance and entered in Communications Navigation Identification-Management Unit (CNI-MU) and references 5, 6, or 7 of DD Form 365-4, *Weight and Balance Clearance Form F-Transport/Tactical.* The loadmaster will enter the weight contained in the required equipment table for the applicable configuration in the CNI-MU and when preparing the DD Form 365-4. Adjustments will be made when the actual onboard weight of these items varies from the data shown. Add aircraft armor to the Chart C, to include partial or full installation. If changes in configuration are done off station and MX personnel are not available to update the Chart C, account for changes in armor on **Table 4.3** the DD Form 365-4, if armor is installed on the aircraft. Paratroop and crew entrance door armor moments need to be recalculated when armor is repositioned. DD Form 365-4 will be completed in accordance with instructions in **Chapter 5** of this addendum.

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

**1.7. Distribution.** Commanders are responsible for bringing this publication to the attention of all affected personnel. At least one copy (paper or electronic) will be maintained in the unit operations section. It will be readily accessible to operations and aircrew personnel. Additional distribution will be as follows: **(T-2)**.

1.7.1. Staff Operations, all levels.

1.7.2. All levels of aircrew standardization offices.

1.7.3. Command posts/operation centers.

1.7.4. Air Terminal Operations Centers (ATOC).

1.7.5. Aerial Delivery Support Branch/Aerial Delivery Flight.

1.7.6. Aircraft maintenance squadron/units, Dash 21 equipment sections, Quality Assurance sections.

1.7.7. Aircrew Flight Equipment (AFE) sections.

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

1.7.9. One copy to each EC/MC-130J loadmaster.

**1.8. Revisions.** All revisions will consist of electronic Interim Change (IC) or new publication. Personnel at all echelons are encouraged to make recommendations to improve this addendum. Direct proposed changes to MAJCOM/A3V in accordance with AFI 11-202, Vol 2, *Aircrew Standardization and Evaluation Program*, and AFI 11-215, *USAF Flight Manuals Program*. Use AF Form 847, *Recommendation for Change of Publication* via MAJCOM SharePoint® site.

**1.9. Changes.** Recommendations for improvement to this addendum are encouraged. AF/A3O is the approval authority for changes to this Addendum. Refer recommended changes and conflicts between this and other publications to MAJCOM/A3V on the AF Form 847, *Recommended for Change of Publication.* MAJCOMs will forward changes to AF/A3O with an information copy to AFFSA/XOF for coordination prior to implementation.

**1.10. [ANG Only] Aircrew Life Support Equipment Configuration.** EC/MC-130J aircraft are configured with standard quantities of Aircrew Life Support Equipment (ALSE) in accordance with this addendum. Configure aircraft as listed in **Table 1.1** Where there are differences, these are denoted with SJ (Super J) or CS (Commando Solo). During aircraft contingency/deployment generations, it is imperative that aircraft deploy with the full complement of ALSE. This equipment must be at forward operating locations to allow maximum mission flexibility when aircraft are away from home station. In the event installed ALSE inspection dates expire while the aircraft is on alert status or away from the operating location, place these items in the AFTO Form 781A on a red dash until the aircraft goes off alert or returns to the operating location. When the aircraft is released from alert or returns to the operating location, upgrade to a red X in accordance with Technical Order(s) TO 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*.

1.10.1. [ANG Only] Aircraft Transfer Requirements. When transferring aircraft; position ALSE in accordance with permanent transfer configuration. Losing unit will contact the AFE section of the gaining organization and initiate transfer of required aircraft-installed ALSE and inspection records. The gaining organization will conduct an acceptance inspection and forward a copy of discrepancies, to include any equipment shortages, to their respective Major Command (MAJCOM) in accordance with TO 00-20-1. Without documented coordination and approval, do not transfer aircraft with less than the required equipment. The losing organization must make up any shortages from on-hand assets to ensure transferring aircraft has required equipment. **(T-2)**.

1.10.2. [ANG Only] ALSE Stowage Bins and Racks. Handle ALSE with care to avoid damage to the equipment. ALSE will always be placed in the stowage bins, unless stowed elsewhere for aircraft CG limitations. The primary purpose of all life support stowage bins and racks are for ALSE. Oil, hydraulic fluid or other liquids will not be placed in the stowage bins. **(T-2)**.

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

**Table 1.1. [ANG Only] Aircraft Installed Aircrew Life Support Equipment Configuration.**

| Minimum Required Equipment | Quantity | PDM/Factory pick up | Location |
|---|---|---|---|
| Emergency Passenger Oxygen System (EPOS) [7] | As Required (A/R) | 0 | A/R |
| Flash Blindness Goggles | A/R | 0 | A/R |
| Harness, Restraint, PCU-17/P with safety strap, HBU-6/P | 3/ SJ 5/3CS | 2 | One on the flight deck, four in the cargo compartment |
| Kit, Protective Clothing (PCK) | A/R | 0 | A/R |
| Kit, Survival, ML-4 [2,5] | 5/ SJ 8/ CS 15 | 5/0 | Life support bins |
| Life Preserver Unit (LPU) 10/P or adult/child [2] | 40/8 SJ/CS 19 | 10/0 | Life support bins |
| Mask, 358-series w/goggles | 5/ 4 SJ/CS 4 | 2/ 3 SJ CS | Flight deck |
| Parachute, BA-22 or LPP [3,9] | 5/ SJ 8/ CS 15 | 5/0 | Life support bins |
| Protective Breathing Equipment (PBE) [1] | 5/ SJ 6/ CS 8 | 0/3SJ CS | Three on the flight deck and two in the cargo compartment. |
| Suit, Anti-exposure, CWU-16/P [7] | A/R /8 SJ/19 CS | 5/ 0 SJ CS | A/R |
| Vest, Aircrew Body Armor[8] 10 | 5/ ECJ A/R | 0 | A/R |
| Vest, Survival [4] | 5/ ECJ A/R | 0 | A/R |

| Minimum Required Equipment | Quantity | PDM/Factory pick up | Location |
|---|---|---|---|
| **Notes (ANG Only):**<br>1. Every person on board during overwater missions will have a suitable flotation device.<br>2. Aircraft will be equipped with one ML-4 kit for each aircrew member. See AFMAN 11-2MC-130J, Vol 3, *MC-130J Operations Procedures*, and AFMAN 11-2EC-130J, Vol 3, *EC-130J Operations Procedures*, for exception. Required for PDM/Factory pick up where overwater flight is required.<br>3. Aircraft will be equipped with one parachute for each aircrew member. Required for PDM/Factory pick up where overwater flight is required.<br>4. Not required for local training missions if ML-4 kits are onboard the aircraft.<br>5. Not required for local training missions if the mission will not fly overwater and survival vests are onboard. Required for PDM/Factory pick up where overwater flight is required.<br>6. Anti-exposure suits are required when overwater or beyond power-off gliding distance from land and the water temperature is 60 degrees Fahrenheit (F) or below. Required for PDM/Factory pick up where overwater flight is required.<br>7. Each aircraft should have one EPOS per passenger. EPOS have to be accessible. They do not have to be stationed at each seat. Do not exceed FL 250 if the number of passengers exceeds the number of EPOS onboard.<br>8. Aircrew Body Armor is not required to be loaded on the aircraft for local training sorties.<br>9. For PDM/Factory pick up. | | | |

**1.11. Supplements.** Units are encouraged to supplement this guidance with standard evaluation profiles that best fit the unit's mission, equipment, and location. MAJCOMs will forward a copy of MAJCOM supplements to AFFSA/XOF for coordination. Units below MAJCOM level will forward one copy of each supplement to their MAJCOM Office of Primary Responsibility for pre-publication review. **(T-2)**.

# Chapter 2

## CONSOLIDATED EQUIPMENT TABLES

**2.1. General.** Configure all models of the EC/MC-130J aircraft with the equipment listed in **Table 2.1** **Note:** The secondary number under quantity denotes Commando Solo specific requirements. Items listed in **Table 2.2** are added, as necessary, to attain a specific configuration and/or comply with mission directives. The aircraft will be configured with all required equipment prior to deployment to support hostilities, PDM input and transfer for assignment. **(T-2)**.

2.1.1. Aircraft Returning From Off Station. Upon return from off station operations, maintenance personnel will ensure any mission specific equipment is removed from the aircraft at the earliest opportunity not to exceed five work days. The five work day rule does not apply if the aircraft will not be flown during that period. In this case, the aircraft will be in the proper configuration prior to the next flight. All added equipment will be removed; under no circumstances will an aircraft be flown in a partial configuration. **(T-2)**.

**Table 2.1. Required Equipment. (T-2).**

| Equipment | Quantity | Location |
|---|---|---|
| Aerial delivery system pendulum pivot arm cover | 1/ CS NA | Stowed on Pivot Arm. |
| Air-conditioning plugs | 2 | Secured A/R when not installed. |
| Aircraft generator/starter pad | 1 | Stowed A/R when not installed |
| Anchor cables with reels | 4/ CS NA | Two cables installed in cargo compartment and two cables with four reels are stowed at FS 891 left/right side. |
| Anchor cable support braces | 4/ CS NA | Stowed aft of ramp control panel. |
| Auxiliary ground loading ramps (Gen IV modified) [2] | 2 / CS NA | Stowed in bin in cargo door (EC-130J may substitute Gen V auxiliary ground loading ramps). |
| Auxiliary power unit exhaust plug | 1 | Secured A/R when not installed. |
| AVFUELS identaplate | 1 | Stowed in Single Point Refueling door. |
| Axe, hand emergency | 2/CS 3 | As prescribed by the flight manual. |
| Belt, seat safety | 92/ CS NA | 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. |

| Equipment | Quantity | Location |
|---|---|---|
| Cargo door down locks | 2 | Stowed A/R. |
| Container Delivery System (CDS) safety clevis | 4/ CS<br>NA | Stowed in a pouch under the Multi-Function Control Display (MFCD). |
| CDS safety clevis shear pins | 12/ CS<br>NA | Stowed in a pouch under the MFCD. |
| Chain, tie-down 10,000 lbs | 34/ CS<br>20 | Stowed in bins aft of ramp hinge on the left side. |
| Chain, tie-down 25,000 lbs | 6/ CS<br>NA | Stowed in container aft of latrine. |
| Crank, main landing gear and flap emergency | 2 | Stowed forward of each wheel-well. |
| Device, tie-down 10,000 lbs [1] | 34/ CS<br>20 | Stowed in brackets @ FS 245, 790 left side, and 935 right side. |
| Device, tie-down, 25,000 lbs [1] | 6/ CS<br>NA | Stowed in brackets @ FS 935 left side. |
| Ear plugs | 1 (box) | Stowed A/R. |
| Engine intake & exhaust plugs | 4 | Stowed A/R when not in use. |
| Extinguisher, fire | 4/ CS 6 | As prescribed in the flight manual. |
| Fluid, hydraulic (Case) | 1 | Stowed A/R. (Will not be stowed on Life Support Equipment Rack for any reason.) |
| Fuel tank drain tube | 1 | Stowed in overhead bracket @ FS 970. |
| Guard assembly, ramp actuator | 2 | Stowed on anchor cable center support braces aft of left paratroop door. |
| Ground wires | 2 | Stowed A/R when not in use. |
| Interphone cord Flight Deck: 1 ea at pilot, copilot, center console, Combat Systems Officer (CSO) and additional crew member stations, Cargo Compartment: four 100-foot cords | 8 / CS<br>19 | One at each interphone station. |
| Jack and tow fittings | 2 | Stowed in cargo door. |
| Jack pads | 1 | Stowed on bulkhead @ FS 245. |
| Jugs, coffee/water | 2 | Stowed in galley. |

| Equipment | Quantity | Location |
|---|---|---|
| Jump platforms, paratroop (Set) | 1 / CS<br>NA | Stowed underneath Life Support Stowage Rack (EC-130J). Stowed A/R when not in use (MC-130J). |
| Kit, first aid aeronautical | 12 | Two on the flight deck, 10 stowed in the cargo compartment. |
| Ladder, emergency escape | 1 | Stowed on the left side forward of the wheel-well when not in use. |
| Ladder, maintenance | 1 | Stowed A/R when not in use. |
| Lamp, Aldis w/lens kit | 2 (MC-130J only) | Stowed A/R when not in use. |
| Latrine curtains | 1 | Configured for use or stowed in cargo door storage bins. |
| Life rafts [3, 4] | 4 (20 man) / SJ 3 (46 Man) /CS 1 (46 Man) | Stowed as prescribed in flight manual. |
| L life support equipment stowage rack | 1/ 3 SJ | Forward of left side wheel-well. (MC-130J)<br>2 forward of left side wheel-well and one forward of the right side wheel well. (EC-130J) |
| Light, emergency exit with Night Vision Imaging System (NVIS) filter | 8 | Stowed as prescribed by the flight manual. |
| Litter support brackets | 296 / CS<br>NA | Four installed on each outboard litter track and support strap. Five installed on each side of the center seat and litter stanchion and litter strap. |
| Litter straps (inboard) | 20 / CS<br>NA | Attached to overhead supports and stowed in bags along sidewall, or in bins near ceiling. |
| Litter straps (outboard) | 12 /CS<br>NA | Attached to overhead supports and stowed in bags along sidewall. |
| Litter track (paratroop door) | 2 / CS<br>NA | Stowed left/right side FS 870. |
| Lock assembly, main landing gear | 2 | Stowed in the cargo door. |
| Locking kit, ground security | 4 | 1 for each side emergency escape hatch and 1 for each paratroop door stowed A/R. |

| Equipment | Quantity | Location |
|---|---|---|
| Main landing gear emergency tie-down fixture | 2/ SJ and CS 4 | Stowed A/R (MC-130J).Stowed aft of aircraft toilet (EC-130J). |
| Oil, engine (Case) | 1 | Stowed A/R. (Will not be stowed on Life Support Equipment Rack for any reason.) |
| Oven, microwave | 1 | Installed in galley |
| Oxygen bottle, walk-around (Type MA-1) | 4 / CS 8 | Stowed as prescribed in the flight manual. |
| Pallet restraint locking pins | 6 | Stowed in pouch under MFCD. |
| Paratroop door scanner seats | 2 | Installed on each paratroop door. |
| Paratroop retriever bar | 1 / CS NA | Stowed behind litter stanchion aft of right wheel-well. |
| Pitot covers | 2 | Stowed A/R when not in use. |
| Ramp air deflectors (Buffer Boards) | 2 /SJ and CS NA | Installed on cargo ramp. |
| Ramp support | 1 / CS NA | Stowed A/R |
| Rings, tie-down 25,000 lbs | 4 / CS NA | Stowed in the cargo door. |
| Roller, CDS Auxiliary | 4 / CS NA | Stowed in the cargo door. |
| Rope, emergency escape | 3 | Stowed as prescribed in the flight manual. |
| Seat back/beam support (extensions) | 2 / CS NA | Stowed aft of the left wheel-well. |
| Seat back support beams, center-aisle (lower) | 8 / CS NA | Stowed forward of each troop door at FS 655 left/right side. |
| Seat back support beams, center-aisle (upper) | 8 / CS NA | Stowed in forward cargo compartment FS 397 left and right side and FS 380 right side. |
| Seat support brackets, wheel-well | 16 / CS NA | Stowed on rack forward of right wheel-well. |
| Seat support, wheel-well (upper) | 2/ CS NA | Installed left and right wheel-well area. |

| Equipment | Quantity | Location |
|---|---|---|
| Snatch block, portable winching, 13,000 lb capacity with C5 clevis. | 3 / CS NA | Stowed in the cargo door. |
| Stanchions (litter/seat) | 8 / CS NA | Stowed in forward cargo compartment at FS 260. |
| Straps, tie-down 5,000 lbs [1] | 40 / 15 CS | Stowed in the racks at FS 370-420 left side, remainder in cargo door. Straps removed for local training missions will not fall below levels required for restraint of loose equipment. |
| Straps, tie-down 10,000 lbs [1] | 24 / CS NA | Stowed in cargo door when not in use. |
| Sun visors | 2 | Stowed A/R |
| Tool Box | 1 | Tool box (if on the aircraft) will be secured per TO 1C-130(M)J-9, or TO 1C-130J-9, *Cargo Loading Manual* (as required). The tool box may be secured for flight by an alternate method following 516 Aeronautical Systems Wing/657 Aeronautical Systems Squadron engineering approval for airworthiness. (T-2) |
| Towed Parachutist Retrieval System (TPRS) [6] | 1 set / CS NA | Stowed A/R. 1 set covers both doors. |
| Troop seats, one-man | 4 | Stowed in accordance with Cargo Loading Manual |
| Troop seats, two-man | 44 | Ten seats installed forward of the wheel-well, four seats installed aft of wheel-well, sixteen seats stowed forward of the wheel-well under the installed seats. Eight seats stowed aft of the wheel-well under the installed seats. (Six seats stowed behind the litter tracks on the right side at FS 350). |
| Wheel chocks | 4 | Stowed A/R. |
| Winch assist beam | 1 / CS NA | Stowed in cargo door. |
| Winch, static line retriever | 2 / CS NA | Installed at bulkhead 245 left and right side. |
| Wrench, main landing gear, emergency extension | 1 | Stowed at FS 430. |

| Equipment | Quantity | Location |
|---|---|---|
| "Y-Cable" assembly, static line | 2/ CS<br>NA | Stowed in cargo door. |

**Notes**:

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

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

3. Minimum life support equipment required in accordance with AFMAN 11-301, Vol 2, *Management and Configuration Requirements for Aircrew Flight Equipment (AFE)* and MAJCOM Sup (when applicable).

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

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

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

**Table 2.2. Mission Specific Equipment.**

| Item | Quantity | Remarks/ Location |
|---|---|---|
| Aircraft protective armor kit | 1 | Required on combat/contingency missions. Stowed in accordance with **Table 4.3**. |
| Bi-fold auxiliary loading ramps (canary slides) | 1 set | As required. |
| Blackout kit [1] | 1 | Installed or stowed as loose equipment |
| Buffer Stop Assembly (BSA) | 1 | As required on CDS airdrop missions in accordance with TO 1C-130(M)J-9 or 1C-130J-9 (as required). |
| CDS kit [1] | 1 | Required on CDS missions. |
| Crew bunk | A/R | Installed in cargo compartment A/R. |
| DC power cable (winch) | A/R | As required (Bulldog installed). |

| Item | Quantity | Remarks/ Location |
|---|---|---|
| Extraction parachute jettison system [1] | 1 | As required on heavy equipment airdrop missions in accordance with TO 1C-130(M)J-9 or 1C-130J-9 (as required) |
| Forward Area Refueling Point (FARP) equipment[1] | A/R | As required |
| High-altitude Low-opening (HALO) kit [1] (oxygen console/hoses) | 1 | As required on high-altitude airdrop missions in accordance with respective MDS series AFMAN 11-2MDS, Vol 3. |
| Hostile Environment Repair Procedures (HERP) tool kit [1] | 1 | Stored in accordance with local directives. |
| Joint Precision Aerial Delivery System (JPADS) maintenance kit | 1 | Required on JPADS/Improved Container Delivery System (I-CDS) airdrop missions. All aircraft equipment will be configured in accordance with Installation Manual for the JPADS Mission Planner Mission Support Equipment for the EC/MC-130J. A JPADS kit includes: Global Positioning System (GPS) Retransmission Kit and Ultra High Frequency (UHF) Dropsonde Receiver Subsystem. (T-2) |
| JPADS aircrew kit [1] | 1 | Required on JPADS/I-CDS missions. The aircrew kit includes: The High-Altitude Airdrop Mission Planning Kit and required additional oxygen equipment (i.e., O2 bottles and/or hoses). |
| Loadmaster (LM) tool kit [1] | 1 | Stowed as loose equipment. |
| Pry bar | A/R | Stowed as loose equipment. |
| Water container (Igloo®) [1] | 1 | As required. |
| Weapon storage box [1] | 1 | As required. |
| Winch, cargo handling (Bulldog) | 1 | As required. |
| **Note 1:** This equipment is roll-on/roll-off equipment controlled by unit designated personnel. | | |

**2.2. Aircrew Life Support Equipment Configuration.** EC/MC-130J aircraft are configured with standard quantities of Aircrew Life Support Equipment (ALSE) in accordance with this addendum. Configure aircraft as listed in **Table 2.3** Where there are differences, these are denoted with SJ (Super J) or CS (Commando Solo). During aircraft contingency/deployment generations, it is imperative that aircraft deploy with the full complement of ALSE. This equipment must be at forward operating locations to allow maximum mission flexibility when aircraft are away from home station. In the event installed ALSE inspection dates expire while the aircraft is on alert status or away from the operating location, place these items in the AFTO Form 781A on a red dash until the aircraft goes off alert or returns to the operating location.

When the aircraft is released from alert or returns to the operating location, upgrade to a red X in accordance with Technical Order(s) TO 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*.

2.2.1. Aircraft Transfer Requirements. When transferring aircraft; position ALSE in accordance with permanent transfer configuration. Losing unit will contact the AFE section of the gaining organization and initiate transfer of required aircraft-installed ALSE and inspection records. The gaining organization will conduct an acceptance inspection and forward a copy of discrepancies, to include any equipment shortages, to their respective Major Command (MAJCOM) in accordance with TO 00-20-1. Without documented coordination and approval, do not transfer aircraft with less than the required equipment. The losing organization must make up any shortages from on-hand assets to ensure transferring aircraft has required equipment. **(T-2)**.

2.2.2. ALSE Stowage Bins and Racks. Handle ALSE with care to avoid damage to the equipment. ALSE will always be placed in the stowage bins, unless stowed elsewhere for aircraft center of gravity (CG) limitations. The primary purpose of all life support stowage bins and racks are for ALSE. Oil, hydraulic fluid or other liquids will not be placed in the stowage bins. **(T-2)**.

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

**Table 2.3. Aircraft Installed Aircrew Life Support Equipment Configuration.**

| **Minimum Required Equipment** | **Quantity** | **PDM/Factory pick up** | **Location** |
|---|---|---|---|
| Emergency Passenger Oxygen System (EPOS) [7] | As Required (A/R) | 0 | A/R |
| Flash Blindness Goggles | A/R | 0 | A/R |
| Harness, Restraint, PCU-17/P with safety strap, HBU-6/P | 5 | 2 | One on the flight deck, four in the cargo compartment |
| Kit, Protective Clothing (PCK) | A/R | 0 | A/R |
| Kit, Survival, ML-4 [2, 5] | 8 / SJ<br>8 / CS<br>15 | 5 / 0 | Life support bins |
| Life Preserver Unit (LPU) 10/P [2] | 10 /<br>CS 19 | 10 / 0 | Life support bins |
| Mask, 358-series w/goggles | 5 / CS<br>4 | 5 / 2 | Flight deck |

| Minimum Required Equipment | Quantity | PDM/Factory pick up | Location |
|---|---|---|---|
| Parachute, BA-22 or LPP [3, 9] | 8 / SJ<br>8 / CS<br>12 | 5 / 0 | Life support bins |
| Protective Breathing Equipment (PBE) [1] | 5 / SJ<br>6 / CS<br>8 | 0 | Three on the flight deck and two in the cargo compartment. |
| Suit, Anti-exposure, CWU-16/P or Quick Donning Anit-Exposure Suit (QADES) [6] | A/R | 5 | A/R |
| Vest, Aircrew Body Armor [8] | A/R | 0 | A/R |
| Vest, Survival [4] | A/R | 0 | A/R |

**Notes:**

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

2. Aircraft will be equipped with one ML-4 kit for each aircrew member. See AFMAN 11-2MC-130J, Vol 3, *MC-130J Operations Procedures*, and AFMAN 11-2EC-130J, Vol 3, *EC-130J Operations Procedures,* for exception. Required for PDM/Factory pick up where overwater flight is required.

3. Aircraft will be equipped with one parachute for each aircrew member. Required for PDM/Factory pick up where overwater flight is required.

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

5. Not required for local training missions if the mission will not fly overwater and survival vests are onboard. Required for PDM/Factory pick up where overwater flight is required.

6. Anti-exposure suits are required when overwater or beyond power-off gliding distance from land and the water temperature is 60 degrees Fahrenheit (F) or below. Required for PDM/Factory pick up where overwater flight is required.

7. Each aircraft should have one EPOS per passenger. EPOS have to be accessible. They do not have to be stationed at each seat. Do not exceed FL 250 if the number of passengers exceeds the number of EPOS onboard.

8. Aircrew Body Armor is not required to be loaded on the aircraft for local training sorties.

9. For PDM/Factory pick up

# Chapter 3

## FLOOR PLANS AND REQUIRED EQUIPMENT WEIGHT AND BALANCE DATA

**3.1. General.** This chapter contains basic cargo compartment configuration in floor plan format and weight, location, and moment data for associated required equipment. The following configurations apply to the MC-130J and the EC-130J (Super J). **Exception:** EC-130J with electronic modification packages installed.

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

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

3.2.2. Passengers/ambulatory patients may not be seated closer than 30 inches in front of palletized, netted cargo or cargo secure with straps. This does not apply to cargo restrained by chains/chain bridle assemblies. When palletized or non-palletized cargo is secured with aircraft tie-down chains, the 30-inch spacing is not required. **Exception**: Always maintain the 30-inch spacing on AE missions, when carrying litters. **(T-2)**.

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

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

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

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

3.2.7. A 20-inch clear area is required on the forward right side of a ramp pallet to allow access to aft latrine facilities. A safety aisle is required in pallet positions three, four, and six. (**Paragraph 4.2.3**, **Figure 4.1**). **(T-2)**.

3.2.8. Trashcans, other than integral containers, may be carried.

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

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

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

3.2.12. Aeromedical evacuation (AE) configurations. Medical Crew Directors (MCD) and Charge Medical Technician (CMT) will determine final litter equipment configuration and Aeromedical Evacuation Crew Member (AECM) seating. AECM seat locations may vary based on patient/cabin observation requirements. Overhead equipment racks, missile defense system modifications, and secure voice communication systems will decrease litter capacity in litter tiers adjacent to their installation. Up to six seats are required for AECM/loadmaster(s) depending on crew complement. Seats are numbered for identification from front to rear and will be referred to as seat 1-left, or seat 1-right, etc. Litter tiers are identified alphabetically and litter spaces identified numerically from lowest (1) to highest (5). On litter tier configuration illustrations, the number in parentheses indicates total litters per tier. Roller conveyers will be stowed where litters and seats are rigged. AE equipment, which may be secured in unused seats if floor space is limited, may reduce seat availability. Portable Therapeutic Liquid Oxygen (PTLOX) shall be stowed in a location to prevent contact with fuels or hydraulic fluids. **Note:** Five portable oxygen bottles/PBE will be available for AE personnel on AE configurations. **(T-2)**.

3.2.13. Aircraft protective armor will be added as needed into the Chart C, or, if QA is not available, maintenance personnel will annotate a Note in the AFTO 781A with actual weight and moment installed. Aircraft armor will not be floor loaded loose. For all flights it must be installed at its designated location. Exception: for operational requirements individual pieces of armor may be moved for specific mission requirements, but will be re-installed after the need to remove it is no longer present (example – paratroop door armor removed to facilitate a personnel airdrop). **(T-2)**.

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

3.2.15. When seating passengers next to cargo, consideration should be given to cargo (palletized/rolling stock) size and adequate passenger legroom. For cargo width up to 76 inches, passengers may be seated on both sides. For widths 77-96 inches, passengers may be seated on one side if the cargo is offset to one side laterally. For widths 97 inches or greater, no passengers will be seated next to the cargo. For cargo positioned within the wheel-well area: Cargo width up to 52 inches, passengers may be seated on both sides; for widths 53-72 inches, passengers may be seated on one side of cargo if offset; and for widths 73 inches and greater, no passengers will be seated in the wheel-well. **(T-2)**.

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

**3.4. Crew/Passenger/Troop Drinking Water.Table 5.3** is provided to assist in determining water quantities. However, the table is not provided as an absolute requirement and should not

be used to cause mission delay or refusal to airlift passengers. At no time will a mission be flown with no water on board. **Note:** When deploying to an austere environment or locations where a potable water source is unavailable, ensure a sufficient amount of water is onboard to complete the mission.

**3.5. Configuration Floor Plans.** Configurations in relation to flight stations are depicted in **Figure 3.1** –through **Figure3.21**.

**Figure 3.1. CONFIGURATION AE-1 (Aeromedical).**

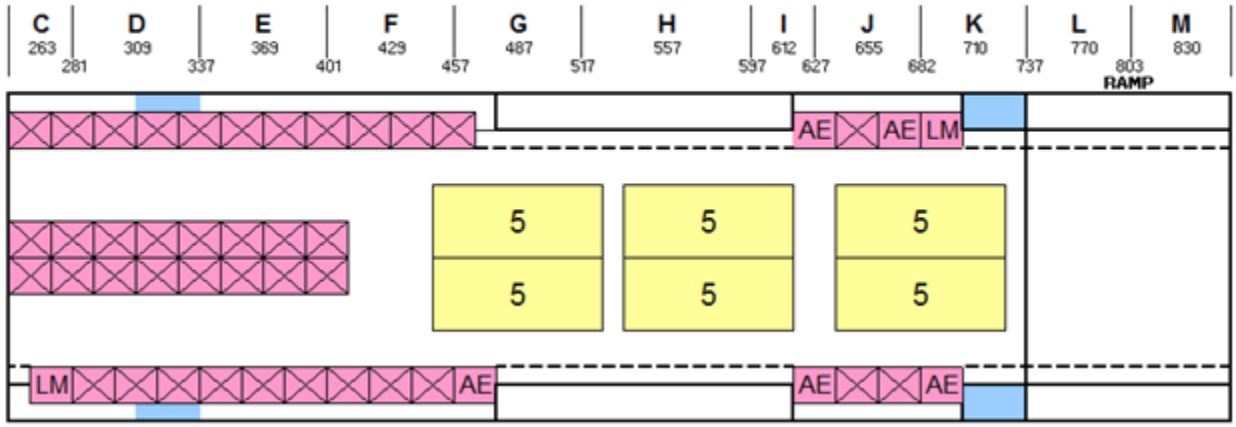



**Table 3.1. Configuration AE-1, DD Form 365-4 Information.**

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

**Notes:**

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

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

3. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet. **(T-2)**.

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. **(T-2)**.

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

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

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

**Figure 3.2. CONFIGURATION AE-2 (Aeromedical).**

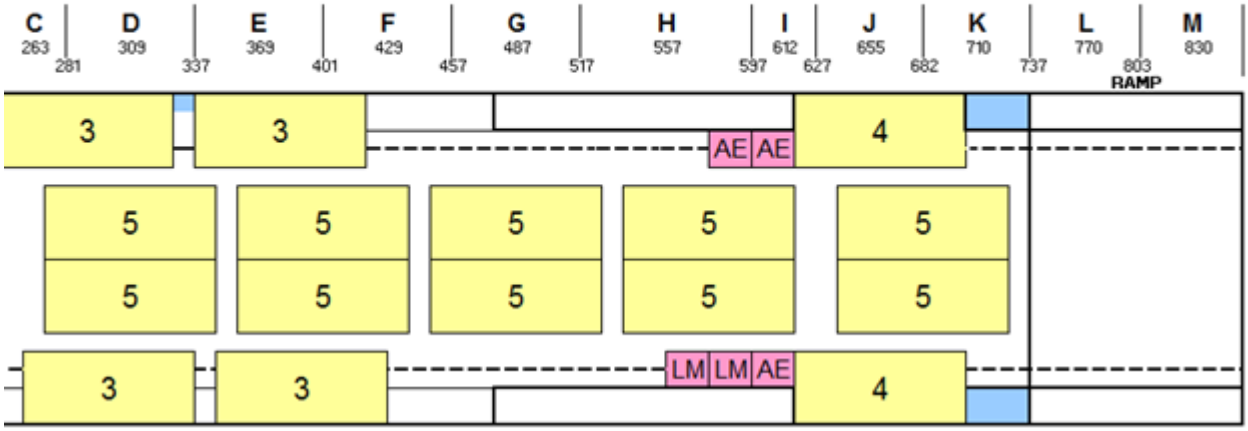



**Table 3.2. Configuration AE-2, DD Form 365-4 Information.**

| **STEWARD EQUIPMENT** | **QTY** | **WT** | **STA** |
|---|---|---|---|
| Liquid/water containers (Igloo®) | A/R | A/R | A/R |
| **EMERGENCY EQUIPMENT** | **QTY** | **WT** | **STA** |
| Refer to **Table 1.1** | A/R | A/R | A/R |
| **ADDITIONAL EQUIPMENT** | **QTY** | **WT** | **STA** |
| PBE | 5 | 25 | A/R |
| Oxygen bottle | 5 | 30 | A/R |
| Blackout kit | 1 | 10 | A/R |

| | | | |
|---|---|---|---|
| Ramp support | 1 | 85 | A/R |

**Notes:**

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

2. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet. **(T-2)**.

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

4. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component. **(T-2)**.

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

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

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

**Figure 3.3. CONFIGURATION AE-3 (Aeromedical).**

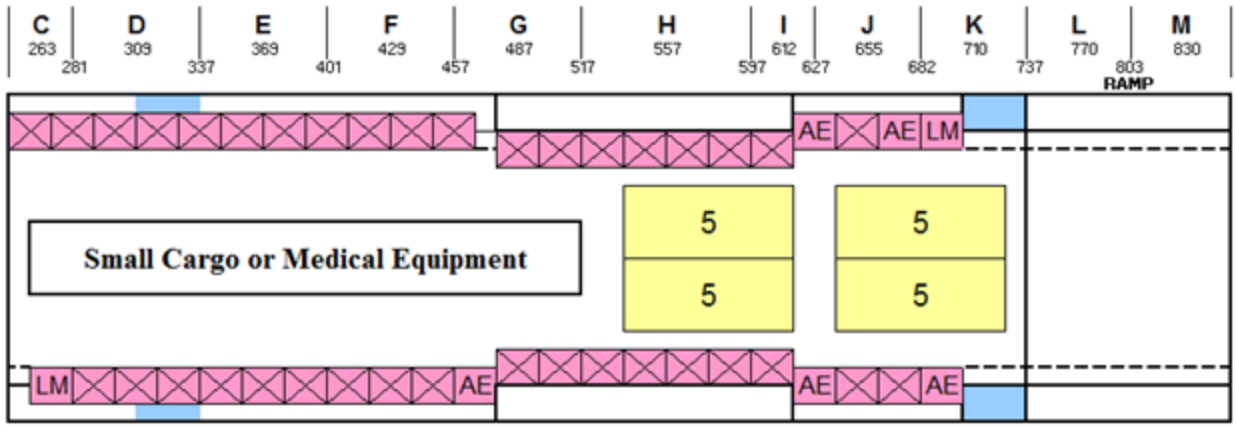



**Table 3.3. Configuration AE-3, DD Form 365-4 Information.**

| **STEWARD EQUIPMENT** | **QTY** | **WT** | **STA** |
|---|---|---|---|
| Liquid/water containers (Igloo®) | A/R | A/R | A/R |
| **EMERGENCY EQUIPMENT** | **QTY** | **WT** | **STA** |
| Refer to **Table 1.1** | A/R | A/R | A/R |
| **ADDITIONAL EQUIPMENT** | **QTY** | **WT** | **STA** |
| PBE | 5 | 25 | A/R |
| Oxygen bottle | 5 | 30 | A/R |
| Crew bunks | A/R | 64 | A/R |
| Ramp support | 1 | 85 | A/R |

| | | | |
|---|---|---|---|
| Blackout kit | 1 | 10 | A/R |

**Notes:**

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

2. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet. **(T-2)**.

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. **(T-2)**.

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

**Figure 3.4. CONFIGURATION AE-4 (Aeromedical).**

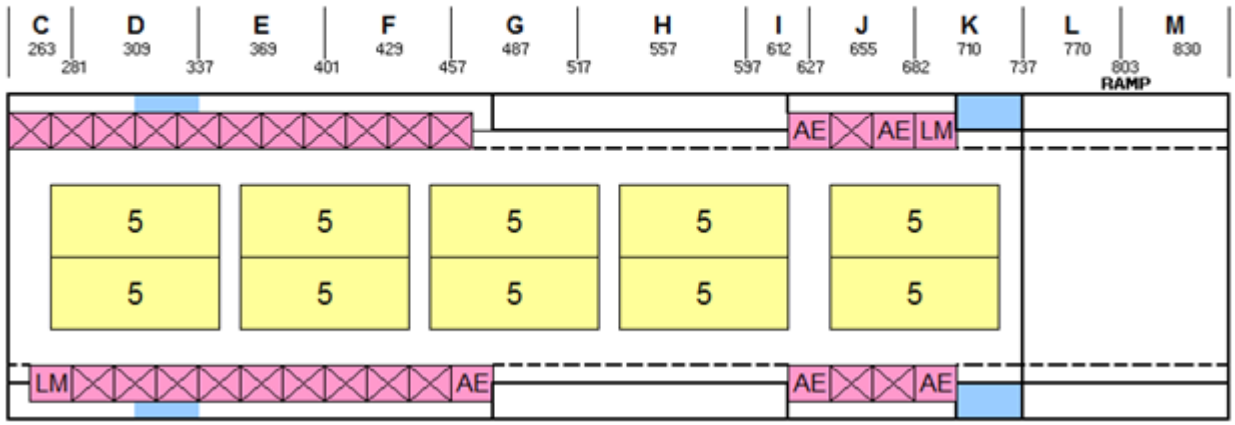



**Table 3.4. Configuration AE-4, DD Form 365-4 Information.**

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

**Notes:**

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

2. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet. **(T-2)**.

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. **(T-2)**.

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

**Figure 3.5. CONFIGURATION C-1.**

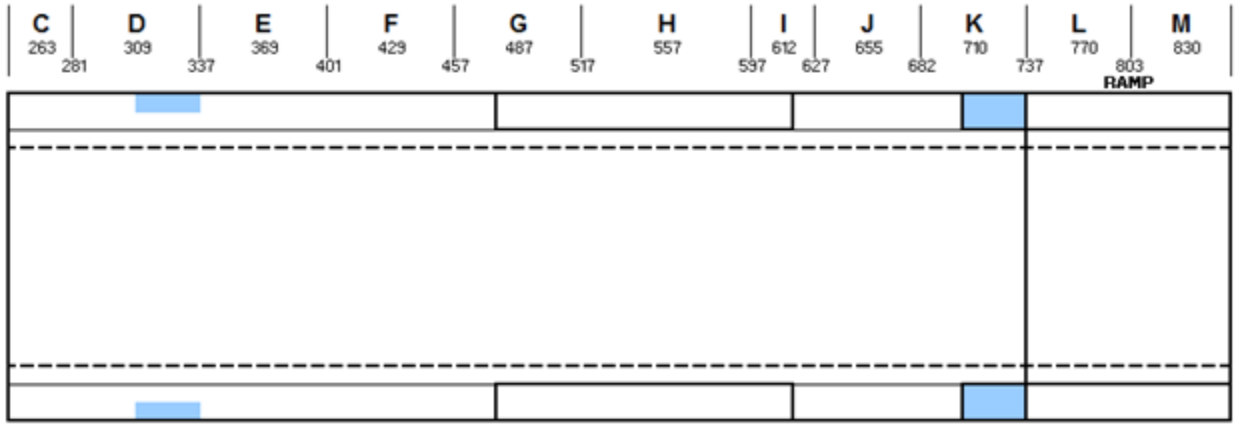



**Table 3.5. Configuration C-1, DD Form 365-4 Information.**

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

**Notes:**

1. Cargo on floor and/or rolling items.

2. Roller conveyors will be stowed. **(T-2)**.

3. Amount and type of cargo govern seat availability.

**Figure 3.6. CONFIGURATION C-2.**

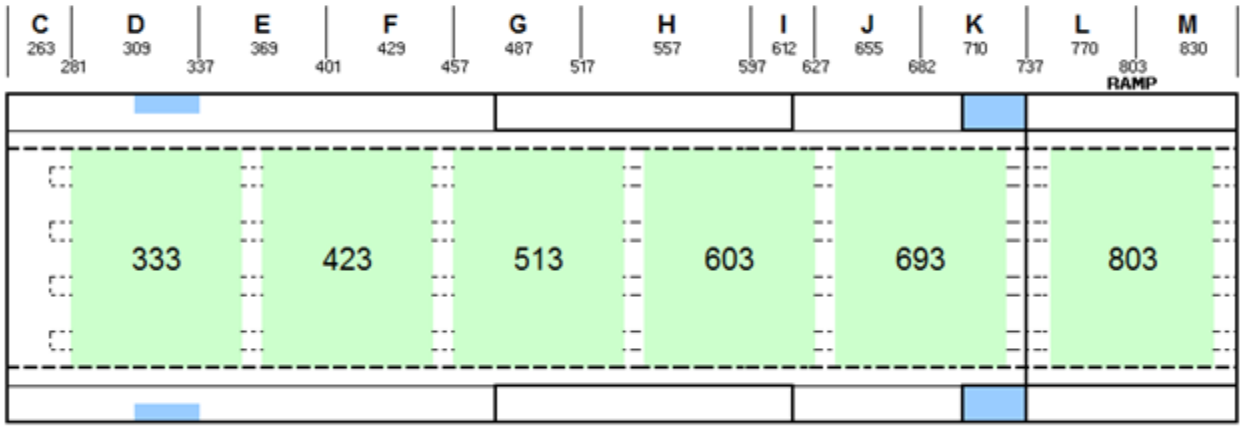



**Table 3.6. Configuration C-2, DD Form 365-4 Information.**

| **STEWARD EQUIPMENT** | **QTY** | **WT** | **STA** |
|---|---|---|---|
| Liquid/water containers (Igloo®) | A/R | A/R | A/R |
| **EMERGENCY EQUIPMENT** | **QTY** | **WT** | **STA** |
| Refer to **Table 1.1** | A/R | A/R | A/R |
| **EXTRA EQUIPMENT** | **QTY** | **WT** | **STA** |
| Ramp support | 1 | 85 | A/R |

**Notes:**

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

**Figure 3.7. CONFIGURATION P-1.**

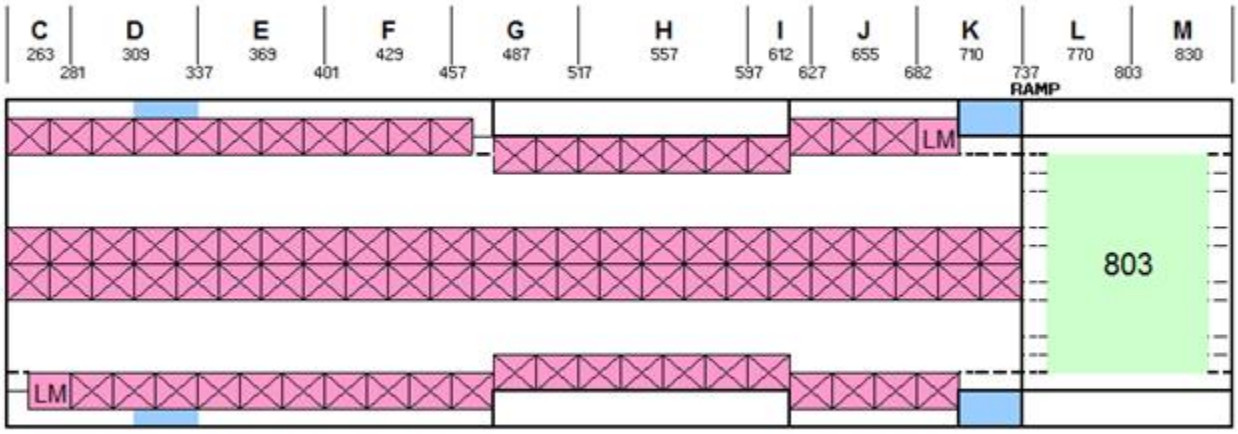



**Table 3.7. Configuration P-1, DD Form 365-4 Information.**

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

**Notes:**

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

**Figure 3.8. CONFIGURATION CP-1.**

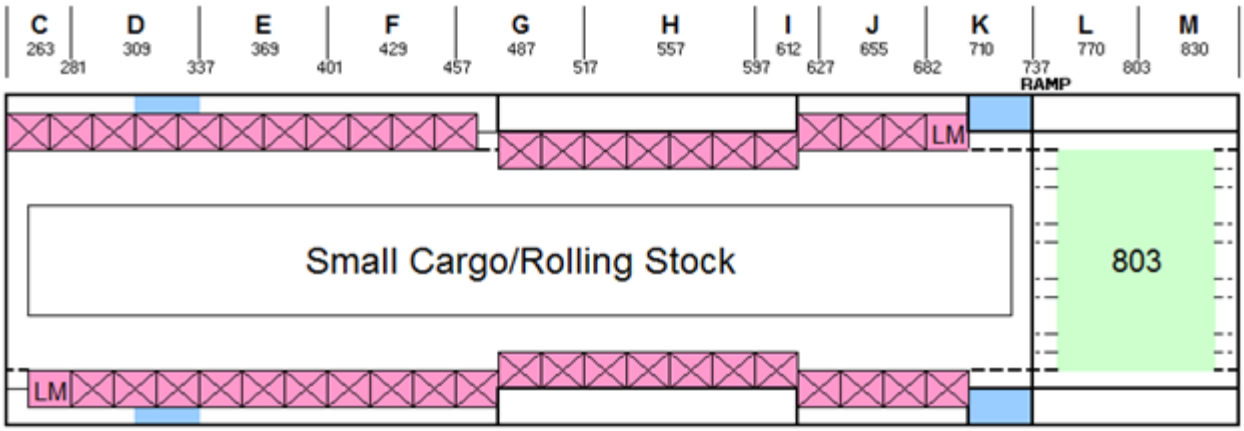



**Table 3.8. Configuration CP-1, DD Form 365-4 Information.**

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

**NOTES:**

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

**Figure 3.9. CONFIGURATION CP-2.**

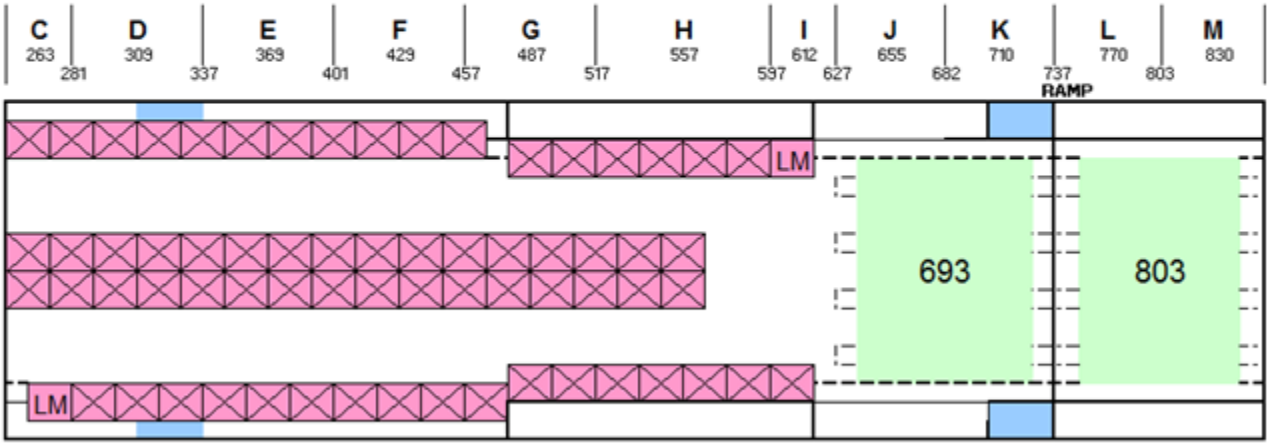



**Table 3.9. Configuration CP-2, DD Form 365-4 Information.**

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

**Notes:**

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

**Figure 3.10. CONFIGURATION CP-3.**

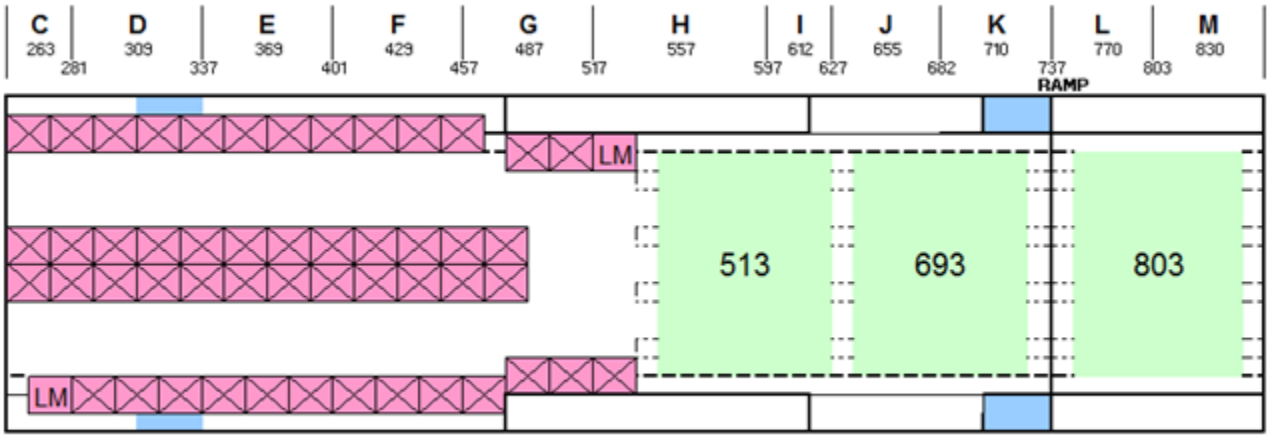



**Table 3.10. Configuration CP-3, DD Form 365-4 Information.**

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

**Notes:**

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

**Figure 3.11. CONFIGURATION CP-4.**

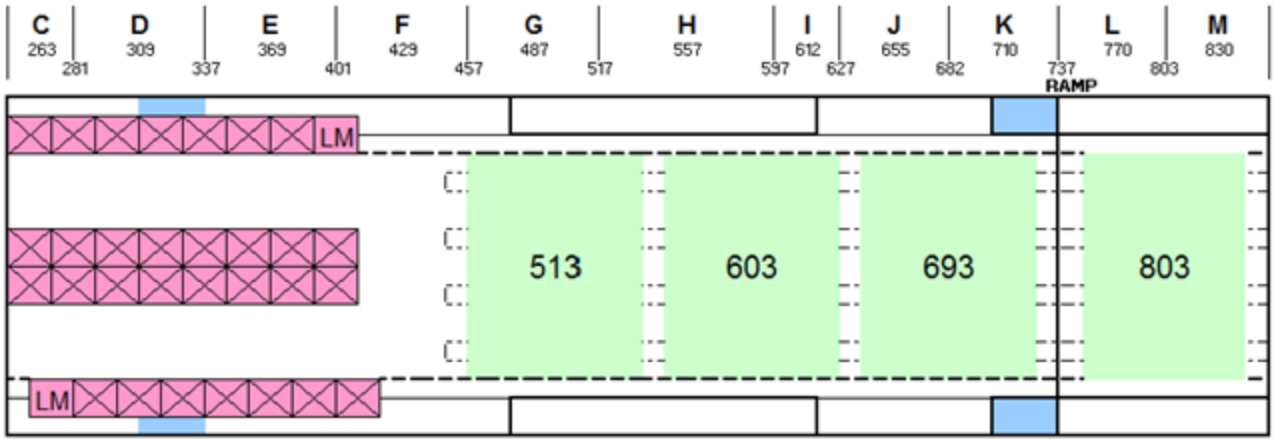



**Table 3.11. Configuration CP-4, DD Form 365-4 Information.**

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

**Notes:**

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

**Figure 3.12. CONFIGURATION CP-5.**

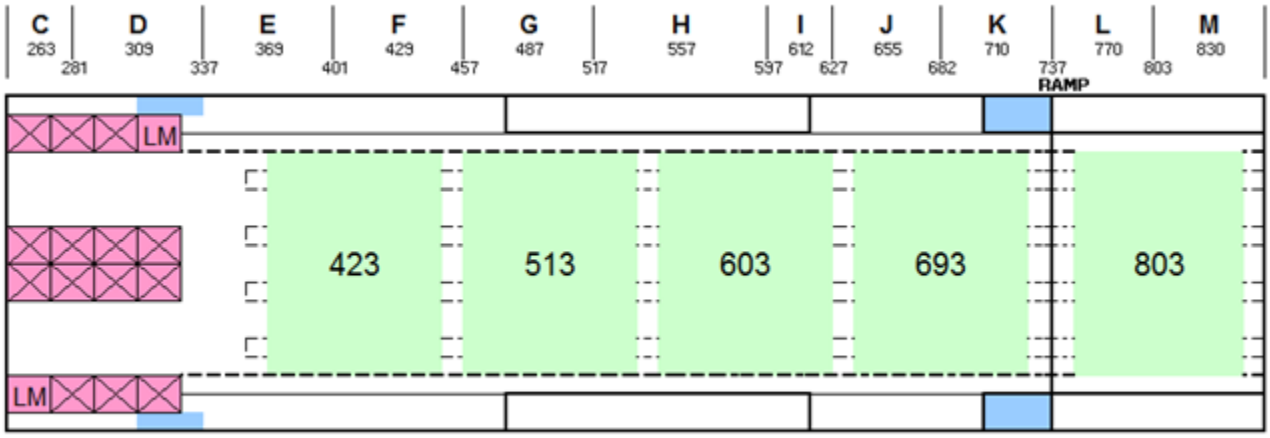



**Table 3.12. Configuration CP-5, DD Form 365-4 Information.**

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

**Notes:**

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

**Figure 3.13. CONFIGURATION TAP-1/1A.**

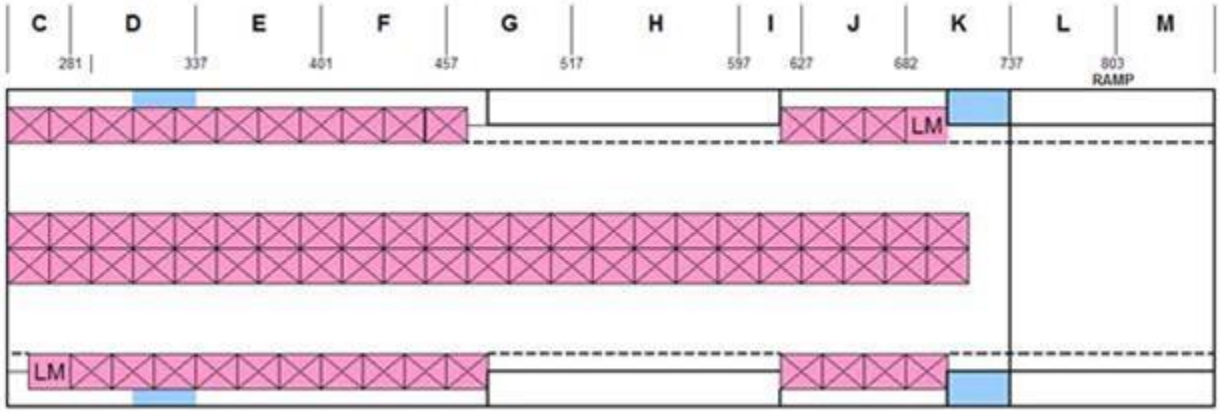



**Table 3.13. Configuration TAP-1/1A, DD Form 365-4 Information.**

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

**Notes:**

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

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

2. Prior to seat installation, stow roller conveyors.

3. TAP-1A for troop door exit.

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

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

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

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

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

**Figure 3.14. CONFIGURATION TAP-2/2A.**

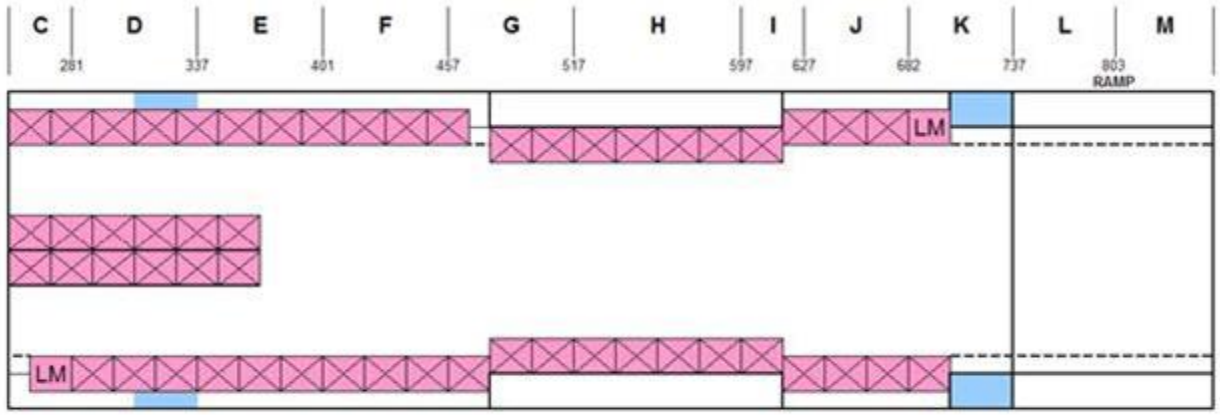



**Table 3.14. Configuration TAP-2/2A, DD Form 365-4 Information.**

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

**Notes:**

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

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

3. TAP-2A for troop door exit.

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

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

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

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

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

**Figure 3.15. CONFIGURATION TAP-3/3A.**

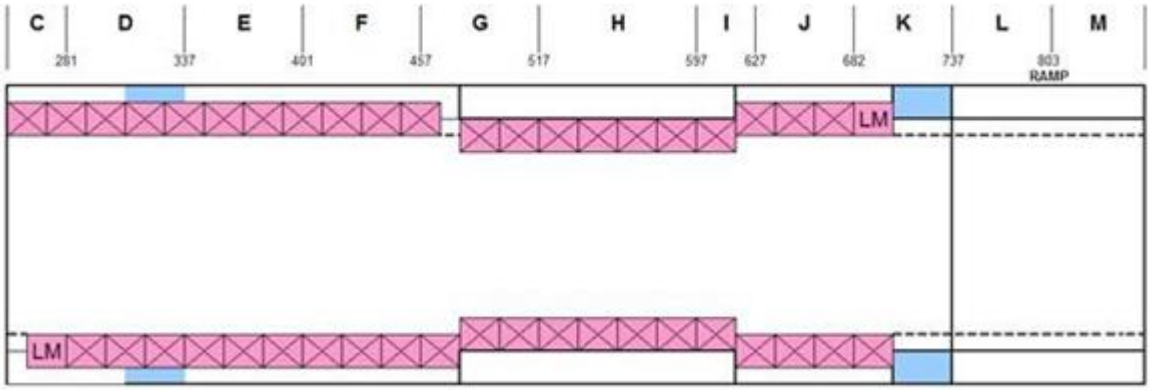



**Table 3.15. Configuration TAP-3/3A, DD Form 365-4 Information.**

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

**Notes:**

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

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

3. TAP-3A for troop door exit.

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

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

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

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

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

**Figure 3.16. CONFIGURATION TAC-1.**

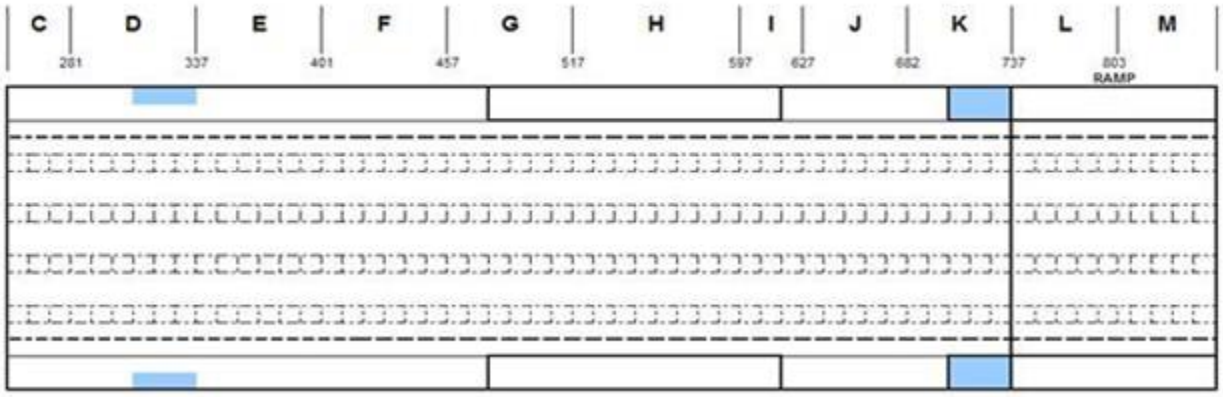



**Table 3.16. Configuration TAC-1, DD Form 365-4 Information.**

| **STEWARD EQUIPMENT** | **QTY** | **WT** | **STA** |
|---|---|---|---|
| Liquid/water containers (Igloo®) | A/R | A/R | A/R |
| **EMERGENCY EQUIPMENT** | **QTY** | **WT** | **STA** |
| Refer to **Table 1.1** | A/R | A/R | A/R |
| Additional parachutes | 2 | 64 | A/R |
| **EXTRA EQUIPMENT** | **QTY** | **WT** | **STA** |
| Crew bunks | A/R | 64 | A/R |
| Ramp support | 1 | 85 | A/R |

| | | | |
|---|---|---|---|
| Blackout kit | 1 | 10 | A/R |

**Notes:**

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

**Figure 3.17. CONFIGURATION TAC-2/2A.**

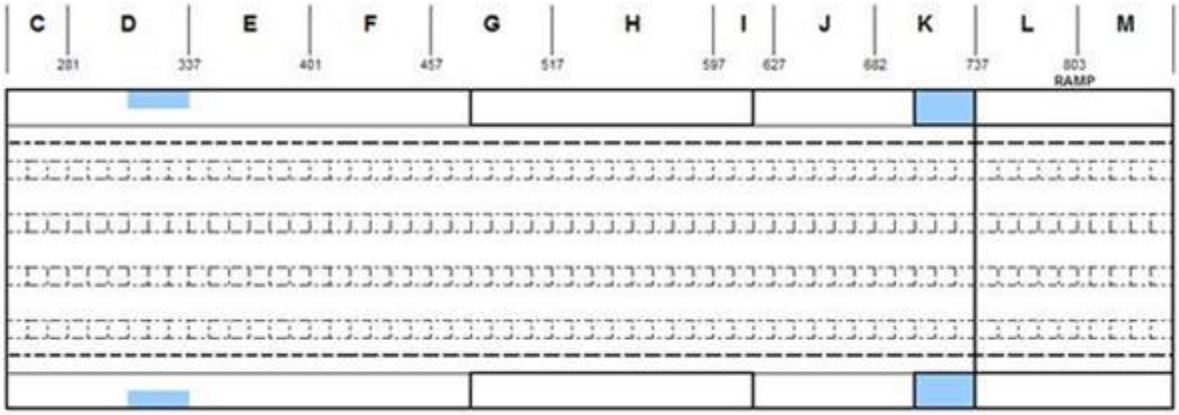



**Table 3.17. Configuration TAC-2/2A, DD Form 365-4 Information.**

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

**Notes:**

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

2. TAC-2A requires the BSA and or Centerline Vertical Restraint (CVR).

3. The BSA will be used when total CDS weight exceeds 5,001 lbs. **(T-2)**.

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

5. Number of containers governs seat availability.

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

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

**Figure 3.18. CONFIGURATION TAC-3.**

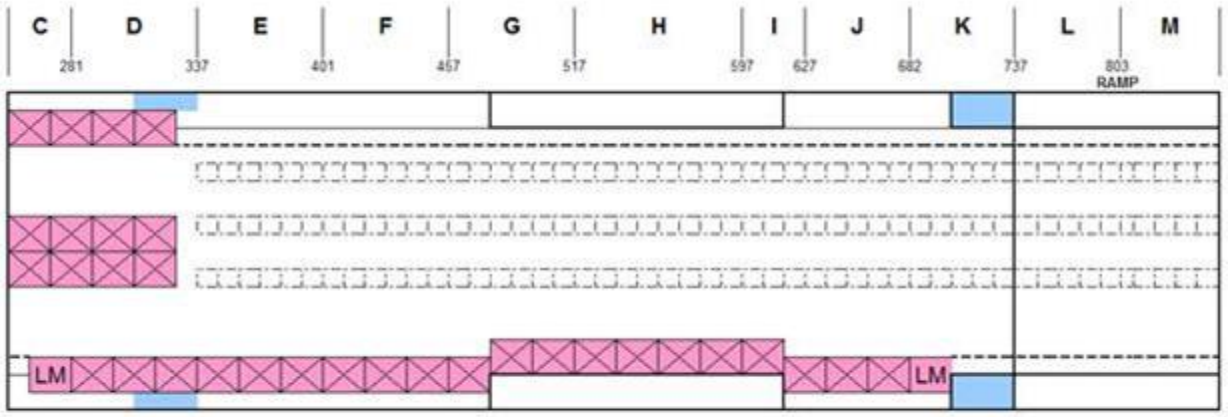



**Table 3.18. Configuration TAC-3, DD Form 365-4 Information.**

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

**Notes:**

1. Thirty-four troop seats (seatbelts on 20-inch centers); 32 seats are offered. This configuration is used for double and double stacked Combat Rubber Raiding Craft (CRRC).

2. Position anchor cable stops in accordance with TO 1C-130(M)J-9, or 1C-130J-9, Section VII (as required).

3. Number of airdrop platforms governs seat availability.

4. A maximum of 20 static lines can be attached to a single anchor cable. CRRC and personnel will be attached to the same anchor cable. **(T-2)**.

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

**Figure 3.19. CONFIGURATION TAC-4.**

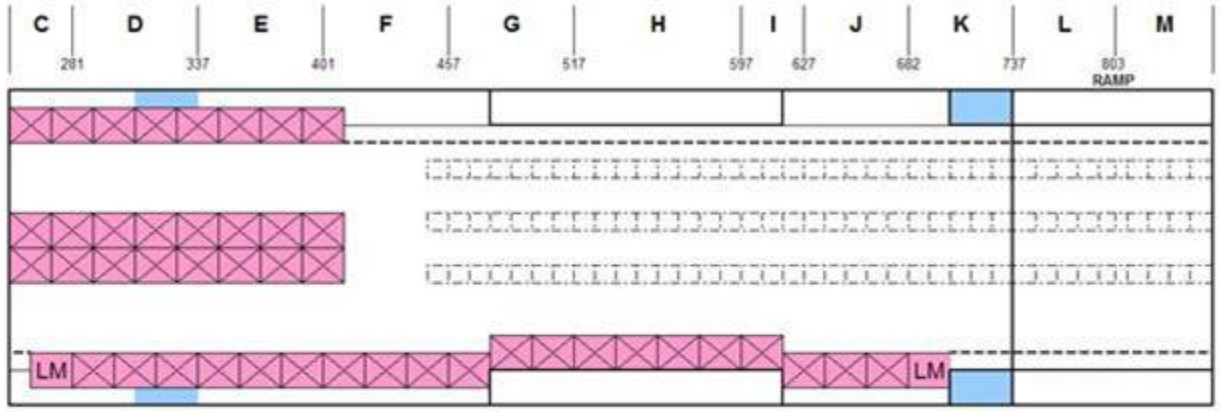



**Table 3.19. Configuration TAC-4, DD Form 365-4 Information.**

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

**Notes:**

1. Forty-six troop seats (seatbelts on 20-inch centers); 44 seats are offered. This configuration is used for Rigged Alternate Method Zodiac (RAMZ), single, and single stacked CRRC.

2. Position anchor cable stops in accordance with TO 1C-130(M)J-9, or 1C-130J-9, Section VII (as required).

3. Number of airdrop platforms governs seat availability.

4. A maximum of 20 static lines can be attached to a single anchor cable. CRRC and personnel will be attached to the same anchor cable. **(T-2)**.

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

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

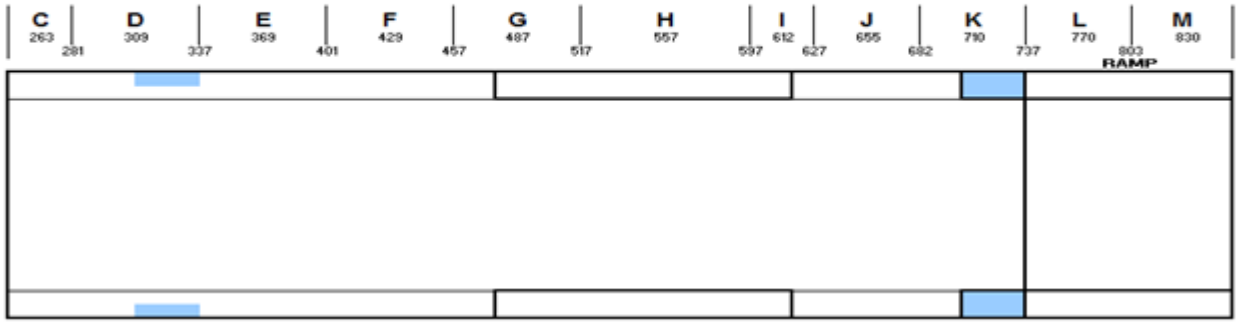



**Table 3.20. Configuration RAPID-1/2, DD Form 365-4 Information.**

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

**Notes:**

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

**Figure 3.21. CONFIGURATION LP-1 PSYOPS.**

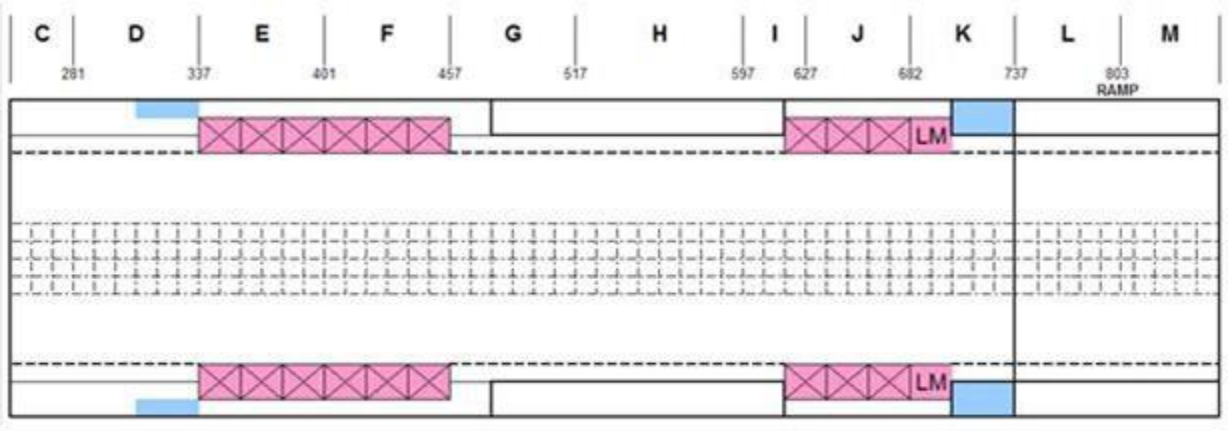



**Table 3.21. Configuration LP-1, DD Form 365-4 Information.**

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

**Notes:**

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

2. All rollers stowed.

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

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

5. Center anchor cable supports will be rigged. **(T-2)**.

6. A portable oxygen console with a minimum of six regulators may be required. Each regulator will have a 24-foot oxygen hose with clip. **(T-2)**.

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

# Chapter 4

# REFERENCE DATA

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

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

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

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

4.2.3. When passengers are being airlifted, an unobstructed aisle way will be maintained in the wheel-well to provide access to emergency exits. In the wheel-well area, the aisle way will be a minimum of 14 inches wide between the outer edge of the cargo and the aircraft and will begin at the cargo floor or Cargo Handling System (CHS) outboard frame. Tie-down equipment (463L nets, straps, chains, and devices) shall not normally be considered an obstruction. The CHS outboard frame provides 8 inches of the 14-inch requirement on the main cargo floor (**Figure 4.1**). In the ramp area, the aisle way will be a minimum of 8 inches beginning at the outboard edge of the CHS outboard frame. The aisle way should normally be on the left side of the aircraft. If the aisle way is placed on the right side of the aircraft, then clearance to the right side of the aircraft must be maintained. Additionally, access to aft latrine facilities requires a 20-inch clear area on the forward right side of cargo loaded on the ramp. During combat/contingency operations, aisle ways must be maintained to the maximum extent possible to provide access to all emergency exits. If a minimum aisle way of 14-inches cannot be maintained in the wheel well, one unobstructed emergency exit will be available for every 20 combat troops. **(T-2)**.

4.2.4. If the aisle way requirement in **Paragraph 4.2.3** cannot be achieved on missions carrying crew only or Mission Essential Personnel (MEP) authorized by operations order/plan or Commander Air Force Special Operations Forces (COMAFSOF), then a safety aisle will be maintained in the wheel-well area to provide the following minimum clearance: **(T-2)**.

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

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

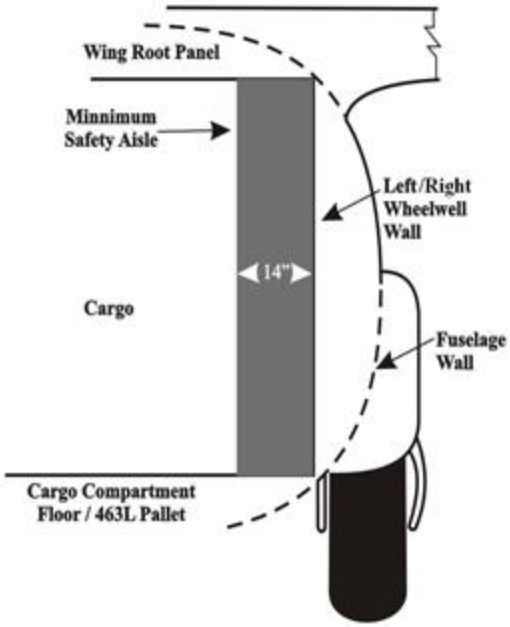
4.2.4.3. The CHS outboard frame provides 8 inches of this requirement on the main cargo floor (**Figure 4.1**).

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

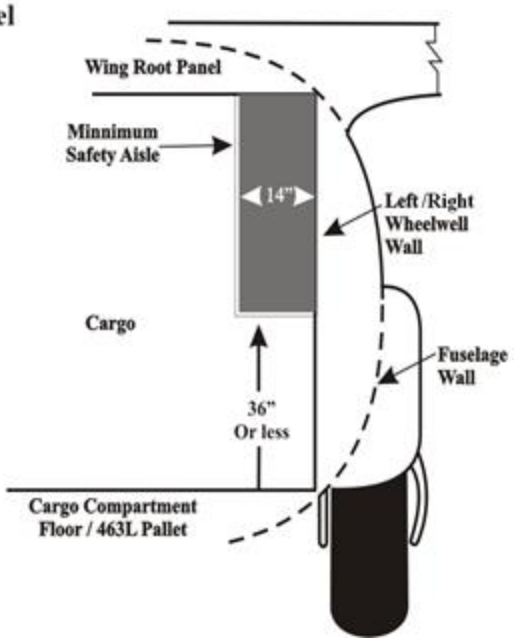
4.2.6. On all missions, cargo will be loaded in such a way that the crew will have access to the rear of the aircraft. **(T-2)**. The aircraft commander will be the final authority for determining if safety aisles and/or access aft of cargo is adequate. **(T-2)**. Cargo loads in Section VI of TO 1C-130(M)J-9 or TO 1C-130J-9 are specific and do not require a waiver.

**Figure 4.1. Wheel-Well Safety Aisle.**

A. With Passengers:




B. With Crew and Mission Essential Ground Personnel (MEGP) Only



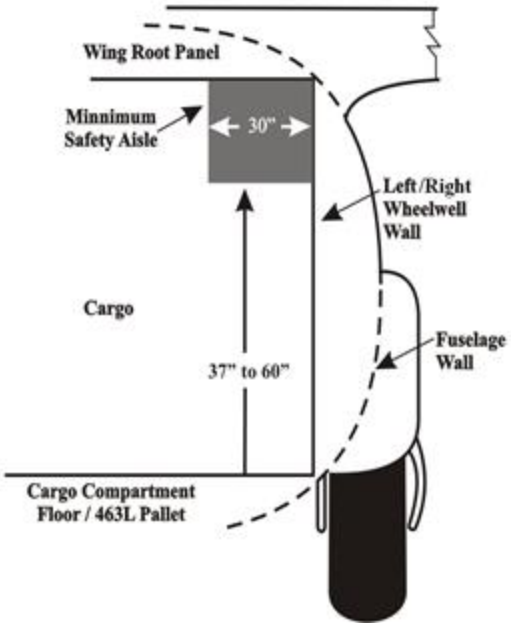




**Table 4.1. Standard Weights.**

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

| **Item** | **Weight/lbs** | |
|---|---|---|
| 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 |
| Ground trooper with web gear and weapon | 210 | 210 |
| Parachutist with web gear, weapon, and rucksack | 300 | 350 |
| Parachutist, hollywood-no equipment or weapon | 220 | NA |
| Parachutist, ramp and door (tailgate) operations | 325 | 325 |
| Rucksack | 40 | 80 |
| **Note:** Maximum weight for paratroopers (tailgate operations) is 325 pounds. All other personnel standard weights shown above are for planning purposes only. Actual weights will be used if known. Maximum weight for paratroopers (paratroop doors) is 400 pounds. It is up to the user to ensure weight limit compliance. | | |

| **Equipment** | **Weight/lbs** |
|---|---|
| Anti-exposure suit CWU-16/P | 6 |
| Anti-exposure suit, Quick Donning (QDAES) | 7 |
| Aux ground loading ramp (Gen IV)(2) | 84 |
| Bi-fold auxiliary loading ramps (canary slides) | 465 |
| Body armor w/o plates | 5.2 |
| Body armor w/plates | 15.6 |
| Buffer stop assembly | 585 |
| Crew bunk w/mattress | 64 |
| CDS rigging kit | 20 |
| EPOS | 2 |
| Extraction parachute jettison system kit (kit bag, 1 power cable, 1 control Box, 2 Y-connectors, 2 interconnect cables, 1 main cable) | 26 |
| Extraction parachute jettison system control box | 1.5 |
| Extraction parachute jettison system power cable | 1 |
| Extraction parachute jettison system main cable | 3 |
| Extraction parachute jettison Y-connector | 3 |
| Extraction parachute jettison interconnect cable | .5 |
| Hydraulic fluid (case) | 52 |
| JPADS equipment (roll-on/off) | 70 |
| Ladder, maintenance | 42 |
| Life raft, 20 man | 180 |
| Life Raft, 46 man | 95 |
| Life support equipment demonstration kit | 5 |

| **Item** | **Weight/lbs** |
|---|---|
| Litter (air evac) | 14 |
| LPU, adult/child life preserver | 1.5 |
| LPU-10/P life preserver | 4 |
| LPU-5/P life preserver | 4 |
| LPU-6/P life preserver (infant cot) | 4 |
| Liquid container w/contents | 25 |
| Liquid container w/o contents | 9 |
| MB-1 life preserver (casualty) | 4 |
| MD-1 life preserver (child) | 3 |
| Mobile oxygen storage tank | 200 |
| Net set, (Pallet HCU-6/E) | 65 |
| Net, side 463L (HCU-7/E) | 22 |
| Net, top 463L (HCU-15C) | 21 |
| Oil, engine (case) | 52 |
| Oxygen bottle, portable | 6 |
| Oxygen console, HALO | 100 |
| Oxygen mask, 358-1506 Quick Don | 3 |
| Pallet (HCU-6/E) | 290 |
| Pallet with nets (HCU-6/E; HCU-7/E; HCU-15/C) | 355 |
| Parachute (back) (with/without high pressure bottle and Personnel Lowering Device (PLD) | 32/27 |
| Paracute (back), Low Profile (LPP) | 28 |
| Parachute (chest) | 16 |
| Parachute (chest harness) | 13 |
| Personnel restraint harness, PCU 17/P | 9 |
| PTLOX (gull/empty) | 80/55 |
| Protective or Emergency Breathing Equipment (PBE or EEBD) | 5 |
| Protective clothing kit | 40 |
| Pry bar | 49 |
| Ramp air deflectors (set) | 137 |
| Ramp support (wooden) | 85 |
| Seat, side facing (1 person) | 3.5 |
| Seat, side facing (2 person) | 7 |
| Seat support beam lower | 21 |
| Seat support beam upper | 11 |
| Shoring, planking 2” x 12” x 12’ | 75 |
| Shoring, plywood ½” x 4’ x 8’ | 43 |
| Shoring, plywood ¾” x 4’ x 8’ | 64 |
| Snatch block (PN 7320110-3) | 8 |
| Stanchion, seat/litter | 30 |
| Survival kit, ML-4 (with LRU-16/P life raft) | 19.5 |
| Survival vest | 13 |
| Tie-down, chain, MB-1/CGU-4/E (10,000 lb) | 7 |
| Tie-down, chain, MB-2/CGU-3/E (25,000 lb) | 20 |

| Item | Weight/lbs |
|---|---|
| Tie-down, device, MB-1/CGU-4/E (10,000 lb) | 3.5 |
| Tie-down, device, MB-2/CGU-3/E (25,000 lb) | 6 |
| Tie-down, strap, CGU-1/B (5,000 lb) | 4 |
| Tie-down, strap, CGU-1/B (10,000 lb) | 4 |
| Towed paratroop retrieval system | 13 |
| Water, container (2-gallon, Igloo® (w/contents)) | 25 |
| Water, container (5-gallon, Igloo® (w/contents)) | 50 |
| Water, drinking, per gallon | 8 |
| Wheel chock (20-inch)(4) | 52 |
| Winch, cargo, HCU-9/A | 290 |
| Winch, cargo, Hoover | 249 |
| Winch, cargo, Bulldog 41B | 196 |
| Winch, cargo, Bulldog 41BG | 175 |
| Winch, control pendant electrical cable (Lucas) 24/60 | 5/10 |
| Winch, power cable (Bulldog, Hoover/HCU-9/A) | 48/25 weights |

**Table 4.2. FARP Equipment Standard Weights.**

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

**Table 4.3. Protective Armor.**

| Location | Weight | Station | Moments |
|---|---|---|---|
| Flight station | 1,259 LBS | FS 173 | 219 |
| Nose wheel-well and LOX bottle | 195 LBS | FS 149 | 29 |
| Cargo compartment (paratroop doors) | 512 LBS | FS 717 | 367 |
| Crew door | 180 LBS | FS 223 | 40 |
| Total weights/moments | 2,110LBS | N/A | 655 |

**Note:** Add armor to Chart C or if QA is not available add to line 7 (extra equipment) of the DD Form 365-4 when armor is installed on the aircraft. For partial armor installations QA will update the DD Form 365-4, or if done away from home station where QA cannot perform the update, the Loadmaster will update the Form F on Line 7 after MX personnel provide the installed weight and moment. Armor will be installed in its proper location or removed from the aircraft. It will not be carried loose on the floor. For Form F entries, an Info Note is required on the AFTO 781A.

**Table 4.4. Aircraft Defensive System Equipment.**

| Location | Weight | Station | Moments |
|---|---|---|---|
| Nose dispensers | 59 | FS 221 | 13 |
| Mid dispensers | 118 | FS 600 | 71 |
| Tail dispensers | 29 | FS 1081 | 31 |
| Wing and Nacelle | 59 | FS 610 | 36 |
| **Note:** Some units add chaff and flares into the basic weight. Re-adjustments need not be made as individual flares/chaff are dispensed. Adjustments must be made if the weight has been added and then the dispensers subsequently removed. **(T-2)**. | | | |

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

| Lock Number | FS Location |
|---|---|
| 1 | 303 |
| 2 | 343 |
| 3 | 383 |
| 4 | 423 |
| 5 | 463 |
| 6 | 503 |
| 7 | 543 |
| 8 | 583 |
| 9 | 623 |
| 10 | 663 |
| 11 | 683 |
| 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 5

## WEIGHT & BALANCE INPUTS AND DD FORM 365-4 INSTRUCTIONS

**5.1. Introduction.** The loadmaster is responsible for entering weight and balance data into the CNI-MU Wt and Bal pages, and preserving that information via a reliable means outside the aircraft. This can either be accomplished manually or electronically utilizing the Automated Form F (AFF) program and printer. Instructions for use of the AFF program can be found in the C-130 AFF training guide. When command-approved electronic means are unavailable, the loadmaster will transfer that information onto the DD Form 365-4, *Form-F*. All entries and signatures must be legible. (T-2)

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

**5.3. General Instructions.** These instructions apply to Transport Form F using simplified moments. If required, copy the information from the CNI-MU weight and balance pages onto the Form F, plus the heading information. A copy of the completed DD Form 365-4, *Form F,* shall be attached to the flight plan, or given to the controlling ground agency, quality assurance, transient alert, maintenance, etc. **(T-2)**.

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

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

5.3.3. Compute and enter zero fuel weight and zero fuel moment by zeroing out the Takeoff and Landing Fuels on the fuel page. Return to the main weight and balance page to calculate the Takeoff and Landing Zero Fuel Weight. After calculations have been entered, return to the fuel page and return the fuel to its original state. Zero fuel percent of MAC is not required, but may be helpful when targeting a 20-22 zero fuel percent of MAC. **Note:** In the remarks section, enter a total takeoff fuel weight to the nearest 100 pounds and moments using the CNI-MU data.

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

5.3.3.2. Use the following criteria to compute fuel burn off when flight plan fuel weights are not available.

5.3.3.2.1. 4,000 Pounds Per Hour (PPH) - normal flight at altitude.

5.3.3.2.2. 5,000 PPH - first hour of flight (climb out) or low-level.

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

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

5.3.4.2. Landing. Unless other landing restrictions such as maximum effort landings are imposed, use 164,000 pounds. Subtract operating weight plus estimated landing fuel (references 9 and 23). Refer to the TO 1C-130(M)J-1 or 1C-130(E)J-1 for assault landing limitations. **(T-2)**.

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

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

5.3.5. Signature Blocks:

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

5.3.5.2. Weight and Balance authority: Leave blank.

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

**Table 5.1. EC/MC-130J Paratrooper Loading Tables.**

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

**Notes:**

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

**TAP-2 CONFIGURATION**

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

**Notes:**

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

**TAP-3 CONFIGURATION**

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

**Notes:**

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

**Table 5.2. EC/MC-130J Passenger Loading Tables.**

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

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

**Notes:**

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

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

| **CP-2 CONFIGURATION (Continued).** | | | | | | | |
|---|---|---|---|---|---|---|---|
| **ARM** | **PAX** | **300 LBS** | **MOMENT** | **350 LBS** | **MOMENT** | **400 LBS** | **MOMENT** |
| C 263 | 4 | 1,200 | 316 | 1,400 | 368 | 1,600 | 421 |
| D 309 | 11 | 3,300 | 1020 | 3,850 | 1190 | 4,400 | 1360 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Total** | 15 | 4,500 | 1336 | 5,250 | 1558 | 6,000 | 1781 |

**Notes:**

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

**CP-3 CONFIGURATION**

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

**CP-3 CONFIGURATION (Continued).**

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

**Notes:**

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

**CP-4 CONFIGURATION**

| **ARM** | **PAX** | **175 LBS** | **MOMENT** | **210 LBS** | **MOMENT** | **250 LBS** | **MOMENT** |
|---|---|---|---|---|---|---|---|
| C 263 | 4 | 700 | 184 | 840 | 221 | 1,000 | 263 |
| D 309 | 12 | 2,100 | 649 | 2,520 | 779 | 3,000 | 927 |
| E 369 | 12 | 2,100 | 775 | 2,520 | 930 | 3,000 | 1107 |
| F 429 | 12 | 2,100 | 901 | 2,520 | 1081 | 3,000 | 1287 |
| G 487 | 8 | 1,400 | 682 | 1,680 | 818 | 2,000 | 974 |
| **Total** | 48 | 8,400 | 3191 | 10,080 | 3829 | 12,000 | 4558 |

**CP-4 CONFIGURATION (Continued).**

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

**Notes:**

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

**CP-5 CONFIGURATION**

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

**CP-5 CONFIGURATION (Continued).**

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

**Notes:**

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

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

| NUMBER OF PERSONNEL | SIX HOURS OR LESS | SIX TO NINE HOURS | NINE TO 12 HOURS |
|---|---|---|---|
| 20 | 3 | 4 | 5 |
| 25 | 4 | 5 | 7 |
| 30 | 4 | 6 | 8 |
| 35 | 5 | 7 | 9 |
| 40 | 5 | 8 | 10 |
| 45 | 6 | 9 | 12 |
| 50 | 7 | 10 | 13 |
| 55 | 7 | 11 | 14 |
| 60 | 8 | 12 | 15 |

| | | | |
|---|---|---|---|
| 65 | 9 | 13 | 17 |
| 70 | 9 | 14 | 18 |
| 75 | 10 | 14 | 19 |
| 80 | 10 | 15 | 20 |
| 85 | 11 | 16 | 22 |
| 90 | 12 | 17 | 23 |

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**Attachment 1**

**GLOSSARY OF REFERENCES, ABBREVIATIONS, ACRONYMS, AND TERMS**

***References***

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure,* 21 September 2018

AFI 11-202, Vol 2, *Aircrew Standardization and Evaluation Program*, 6 December 2018

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***Abbreviations and Acronyms***

**A/R**—As Required

**AFTO**—Air Force Technical Order

**DD**—Department of Defense

**DIRMOBFOR**—Director, Mobility Forces

**ECHS**—Enhanced Cargo Handling System

**FS**—Flight Station

**GPM**—Gallons per Minute

**MDS**—Mission Design Series

**MOM**—Moment

**PDM**—Periodic Depot Maintenance

**SORN**—Systems of Records Notice