BY ORDER OF THE SECRETARY OF THE AIR FORCE

AIR FORCE MANUAL 11-2KC-135, VOLUME 3, ADDENDA A

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Flying Operations

C/KC-135 AIRCRAFT CONFIGURATION

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This manual implements Air Force Policy Directive (AFPD) 11-2, Aircrew Operations and AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and is incomplete without AFMAM 11-2KC-135 Volume 3, *KC-135 Operations Procedures*. It establishes policy for the configuration of the C/KC-135 aircraft to safely and successfully accomplish worldwide mobility missions. This instruction applies to all commanders, operations supervisors, aircrew, and support personnel assigned to or attached to the flying activities of all commands operating KC-135 aircraft. This publication is applicable to Air Mobility Command (AMC), Air Force Reserve Command (AFRC), Air National Guard (ANG), Pacific Air Forces (PACAF), United States Air Forces Europe – Air Forces Africa (USAFE-AFAFRICA), and Air Education and Training Command (AETC) units. Ensure ~~that~~ all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual 363, *Management of Records*, and disposed of in accordance with Air Force Records Disposition Schedule located in the Air Force Records Information Management System. The authorities to collect and or maintain the records prescribed in this publication are Title 10 United States Code, Chapter 857 and Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, 30 Nov 1943. Forms affected by the PA have an appropriate PA statement. System of records notice F011 AF XO, *Aviation Resource Management System* (ARMS) (December 26, 2002, 67 FR 78777) applies. To recommend changes, conflicts, suggestions, or recommendations use the AF IMT 847 and route it through the publishing channels to the OPR for the publication. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include clarification of configuration responsibilities, updated equipment requirements, and the synchronization of equipment placement in order to decrease reconfiguration workload, aid in inventory, and provide consistency to the aircrew. Multiple errors in the equipment tables and diagrams have been corrected and a Business Effort/Coronet configuration has been added to provide mission flexibility to 618 Air Operations Center (Tanker Airlift Control Center (TACC)) mission planners/controllers.

Chapter 1

C/KC-135 AIRCRAFT CONFIGURATION

1.1. General. This chapter establishes basic planning factors to be used by planners, maintainers and operators at all levels of command and directs KC-135 aircraft configurations for local or training missions, worldwide mobility missions, contingency operations, Operations Plan (OPLAN) alert, and CAPSTONE/Distinguished Visitor (DV) missions. KC-135 aircraft may also be configured as directed by Command and Control (C2) for the specific mission tasking. C2 includes Wing/Group Current Operations, in coordination with HHQ C2 entities if required, to ensure proper configuration, equipment and crew mix. The organizational commander who holds Operational Control (OPCON) over a sortie is the waiver authority for aircraft configurations. While AMC/A3V is often consulted on waiver/deviation requests, the final decision and risk acceptance of equipment security and configuration modification is made by the controlling authority for all missions (this includes TACC missions). This chapter is applicable to all units operating or supporting KC-135 aircraft and provides mandatory configuration guidance to be used unless otherwise approved by the appropriate level C2 authority for the mission. If guidance in this instruction conflicts with aircraft T.O.'s or parent HHQ instructions, those take precedence. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. Directive guidance (will, shall, must, etc.) throughout this instruction is tiered in accordance with AFI 33-360, *Publications and Forms Management*. See **paragraph 1.7** for Aircraft Configuration Deviation & Waivers.

1.1.1. Roles and Responsibilities are found within each section of this Addenda.

1.2. Concept. Missions may be of short duration with immediate return to home station, or to a specific location for an extended period of time to provide air refueling and airlift support. Subordinate commanders must be prepared to deploy KC-135 aircraft, associated equipment, personnel, and materials in accordance with this document, parent instructions, aircraft T.O.s, and tasking requirements. (T-3).

1.3. Aircraft Configuration Planning & Responsibilities. Aircraft will be configured in accordance with **Figure 1.1** thru **Figure 1.7** unless C2 for the specific mission tasking directs otherwise. **(T-3).** These configurations are designed to meet mission requirements while minimizing the amount time and reorganization of equipment required to make configuration changes. It is imperative to mission timing and safety of flight that the aircraft is released to the aircrew properly configured as preflight timing typically does not allow the crew enough time to make corrections before departure. Maintenance is responsible for coordinating configuration upload/download (this includes cargo roller systems) and the inventory of T.O. 1C-135-21-WA-1, *Equipment Inventory List*, and **Table 1.1** aircraft equipment (such as engine covers and tie-down boxes). Responsibility of baggage bin loading will be coordinated between the Operations Group Superintendent (CEM) and the Maintenance Group Superintendent to determine the best option for the unit. The local procedure should be included in the local OG and MXG Operational Instructions or AFI/AFMAN Base/Unit Supplements. Once the configuration is changed, Maintenance will update the aircraft's Weight & Balance documentation. **(T-3).** Aircrew Flight Equipment (AFE) is responsible for the upload/download and servicing of equipment outlined in **Table 1.2**.

1.3.1. The Pilot In Command (PIC) is responsible to ensure that the aircraft is properly configured in accordance with the mission tasking prior to departure. The Boom Operator is responsible to check the location, restraint, and airworthiness of equipment. Additionally, the Boom Operator ensures the DD Form 365-3, Chart C, Basic Weight and Balance Record and AF Form 4100, *KC-135 Load Planning Worksheet*, is accurate prior to completing the DD Form 365-4, *Weight and Balance Clearance Form F*. The Boom Operator also has authority on all matters concerning the location and restraint of cargo, additive equipment, and seating of personnel.

1.3.1.1. For Aeromedical Evacuation configurations, refer to AFMAN 11-2AE Volume 3, Addenda A, *Aeromedical Evacuation Operations*, for specific instructions and equipment placement aboard KC-135 aircraft.

1.3.1.2. For basic and partial roller configuration (A/M135 Cargo Roller Handling System) installation, refer to **Figure 1.6** and T.O. 1C-135-5-1, *Basic Weight Checklist, Maintenance Data, Loading Data, and Fuel Loading Data.*

1.3.1.3. For Tactical Information Gateway Set and Dual UHF SATCOM Terminal installation and removal, refer to T.O. 1C-135-1-1-3, Supplemental Flight Manual.

1.3.2. The AF Form 4100, *KC-135 Load Planning Worksheet*, or equivalent computer-generated worksheet, will be used to plan and document KC-135 configurations before deployment or operation. **(T-3).** The Load Planning Worksheet may be used as a temporary weight and balance change for temporarily installed equipment without making entries on the Chart C. The weight/moment change reflected on the Load Planning Worksheet will be added and totaled to the aircraft basic weight/moment from the Chart C. **(T-3).** This total will be used by the Boom Operator in lieu of the final weight/moment entry on the Chart C when completing the DD Form 365-4**. (T-3).** Two copies of the AF Form 4100 prepared by the originating unit will accompany all aircraft to off station employment locations. **(T-3).** One copy will be filed on top of the Chart C. **(T-3).** The second copy is used at the off station employment location to verify arrival or re-deployment configuration of the aircraft and to provide aircraft weight and balance data for mission planning. **(T-3).** The off station employment location will notify the originating unit of configuration discrepancies. **(T-3).**

1.3.3. Quality Assurance (QA) will initiate the AF Form 4100 based on the configuration requirements established in this chapter or the C2 specific mission tasking. **(T-3).** Annotate the load planning worksheet with the selected aircraft's tail number. Once developed, QA transmits the AF Form 4100 to Maintenance Operations Center (MOC) for distribution to the on-duty maintenance Production Supervisor and the -21/Alternate Mission Equipment (AME) Section or Aircraft Crew Chief for timely aircraft load configuration. On-duty MOC/Plans Scheduling & Documentation will initiate the appropriate Maintenance Data Collection system entries indicating the required configuration in the selected aircraft Mission Design Series automated AFTO Form 781A, *Maintenance Discrepancy and Work Document*. **(T-3).**

1.3.4. Placement and Securing Equipment. Each organization tasked to provide aircraft equipment will ensure that it is placed onboard the aircraft in accordance with **Table 1.1** and **Table 1.2** and **Figure 1.1** thru **Figure 1.7**. **(T-3).** Equipment will be secured in accordance with T.O. requirements or other KC-135 System Program Office (SPO) engineering approved methods. **(T-1).** KC-135 SPO approved methods will be documented on an AF Form 1067 after an engineering disposition is accomplished. **(T-2).** For security of items that do not have

preapproved security methods refer to T.O. 1C-135-9, *Cargo Loading Manual*, or request guidance from QA or theCEM/Senior Boom Operator or Designee.

1.3.4.1. General CGU-1/B Cargo Straps Use.

1.3.4.2. Route straps around equipment as symmetrically as possible.

1.3.4.3. Keep straps flat around equipment without excessive twists.

1.3.4.4. Ensure straps have a minimum of 1.5 turns around the ratchet spool to prevent slippage of the strap.

1.3.4.5. To the maximum extent possible, ensure that the strap provides restraint in the forward, aft, lateral, and vertical directions.

1.3.4.6. To prevent damage to fragile items, do not apply excessive force to equipment with the strap.

1.3.5. Aircrew Flight Equipment (AFE). Ensures life sustaining equipment required to meet mission requirements is positioned on the aircraft according to **Table 1.2** and **Figure 1.1 thru Figure 1.7**. Upon load completion AFE will update the AFTO Form 46, *Prepositioned Aircrew Flight Equipment* and notify the MOC or the MX Production Superintendent that the AFE load is ready for QA validation. **(T-2). Note**: The inflight location and distribution of survival vests, life preservers, and Emergency Passenger Oxygen System (EPOS) during aircraft operations is the responsibility of the aircrew.

1.3.5.1. Alternate Mission Equipment (AME) Section or AFRC/ANG Equivalent. Uploads/downloads required -21 equipment and positions equipment as identified on an AF Form 4100. Upon load completion they will notify the MOC or the QA Weight & Balance Technician that the -21 load is ready for validation. **(T-2).**

1.3.5.2. Quality Assurance Weight & Balance Technician. Provides the totaled weight and moment change for all additive equipment that is not already included on Chart C. The weight and moment change will be annotated on the AF Form 4100. **(T-3).** Upon load completion, the Weight & Balance Technician validates the positioning of the AFE and -21 equipment as identified on the AF Form 4100. Once validated, an AME representative and the Weight & Balance Technician signs the worksheet and files it on top of the Chart C in the applicable aircraft's supplemental Weight & Balance Handbook. **(T-3). Note:** Each agency involved in aircraft configuration will furnish the current weight, cube, and dimension data (including storage containers) to the weight and balance technician. **(T-1).** The suitability of storage containers and tie-down methods of non-standard items that do not already have a preapproved security method will be agreed upon by the Air Terminal Operations Center/Aerial Port and the CEM/Senior Boom Operator or Designee. **(T-3).**

1.3.5.3. Production Super & Aircraft Crew Chief. Ensures the assigned aircraft has the proper configuration for the mission tasking. Acts as single point of contact to ensure required actions are completed and verified by tasked agencies. Notifies the crew of configuration or Weight & Balance discrepancies as soon as possible via Command Post, not later than crew aircraft show time. Upon return from off-station or alert operations, ensures the aircraft is returned to the Standard configuration at the earliest opportunity. If the aircraft cannot be returned to the proper configuration prior to next flight, notify Operations to ensure follow-on mission compatibility. Under no circumstances will an

aircraft be flown in a partial configuration (i.e. AFE equipment reconfigured and -21 equipment not reconfigured) as this creates a potential for Weight & Balance and mission equipment location errors. **(T-3).** The full complement of AFE will remain on the aircraft for all configurations unless C2 mission tasking directs otherwise. **(T-3).**

1.3.5.4. Operations Group Superintendent (CEM)/Senior Boom Operator or Designee. Acts as the single point of contact within the wing for KC-135 cargo load planning. Determines required aircraft configurations and coordinates with applicable agencies to ensure compliance with **paragraph 1.5.1** above. Coordinates through QA to provide aircrews with the unit aircraft's updated basic weight/moment in order to facilitate preparation of the DD Form 365-4 during mission planning. **(T-3).**

1.3.5.5. Aircrew. As the end user, the aircrew is responsible to check all equipment and documentation. **(T-3).** Should a discrepancy be discovered, the aircrew should notify involved agencies and C2 of the discrepancy as soon as possible for timely resolution. Although Maintenance and AFE are normally notified of mission requirements during the scheduling process, mission aircrews are encouraged to verify that they are both aware of the required configuration NLT 48-hours prior to departure. Ultimate authority concerning the suitability of the aircraft, its configuration, and associated equipment resides with the PIC.

1.4. Aircraft Configuration Descriptions. The following configurations are intended to provide aircrews, maintainers, and equipment specialists with consistent and predictable location of equipment, reduce the amount of equipment relocation required during configuration changes, and aid in multi-unit (interfly) operations. These configurations should be used to the maximum extent possible.Standard Configuration. **Figure 1.1** depicts the default configuration that will be used to the maximum extent possible to minimize flying with excess weight and may be modified, with coordination between affected agencies, as needed for training, unit controlled off-station, cargo (floor load), unique missions, or when C2 does not direct a specific configuration. **(T-3).**

1.4.1. Business Effort/Coronet Configuration. **Figure 1.2** depicts the default configuration that will be used for TACC controlled air refueling missions. **(T-3).** Provides additional mission flexibility to TACC planners/controllers by adding a Gun Box, Assembled Drogue, and Multi Point Refueling System (MPRS) Fly Away Kit (if MPRS equipped) to the Standard configuration. See AFTRANS SPINS and mission tasking instructions for additional requirements and capability expectations.

1.4.2. Contingency Configuration. **Figure 1.3** depicts the default configuration that will be used for no-notice conventional contingencies, scheduled deployments, and bare-base operations. **(T-3).** It provides maximum passenger baggage/equipment capability by adding 3 Baggage Bins to the Business Effort/Coronet configuration.

1.4.3. OPLAN Alert Configuration. **Figure 1.4** depicts the default configuration that will be used for aircraft supporting USSTRATCOM during OPLAN/FLAG Alert operations. **(T-2).** This configuration adds a Gun Box, Baggage Bin, Cold Weather Rations/MREs, Drinking 15Water, Combat Mission Folder (CMF) Container, Carbon Monoxide Detector, and PLZT Goggles to the Standard configuration. See 11-2KC-135v3, Addenda B for additional specifics and applicability to other missions.

1.4.4. CAPSTONE/DV Configuration. **Figure 1.5** depicts the default configuration that will be used for aircraft participating in CAPSTONE/DV support. **(T-3).** This configuration relocates the Life Preserver Units (LPU) and EPOSs from STA 610 to 930 and adds a Gun Box, 2 Baggage Bins, 12 MP-2 Airline Seats, and a DV table to the Standard configuration. Coordination and verification between operations, maintenance, protocol and other offices as necessary will occur 12 hours prior to mission execution. **(T-3).**

1.4.5. A/M135 Roller Configuration. **Figure 1.6** depicts the default configuration for aircraft utilizing the A/M135 roller handling system. In addition to the installation of the roller system (see T.O. 1C-135-5-1) this configuration removes the Trash Can, relocates the Galley, and adds a Gun Box to the Standard configuration. Unless the mission tasking authorizes a partial roller system installation (1-5 pallet positions), the entire 6 pallet position system should be installed. **(T-3).**

1.4.6. Aeromedical Baseline Configuration. **Figure 1.7** configuration relocates the LPUs and EPOSs from STA 610 to 930 and adds a Gun Box, 2 Baggage Bins, and 3 MP-2 Airline Seats to the Standard configuration. **Note:** Coordination and flexibility with the AE crew is required during the final configuration stage at the operating location.

1.4.7. Unit-level Operations along with Maintenance and support functions must ensure KC-135 aircraft are properly configured in accordance with this instruction. Maintenance QA in coordination with Operations will prepare aircraft configuration worksheets, **Figure 1.1** thru **Figure 1.7**, based on the configuration required. **(T-3).** AFE will prepare the AFTO Form 46. **(T-2).** Each affected agency is responsible for the actual aircraft configuration check of their associated equipment. Aircraft configurations may be amended by specific C2 mission tasking. **(T-3).**

1.5. Aircraft Configuration Deviation & Waivers.

1.5.1. When the configuration equipment amounts or locations are adjusted to meet C2 mission requirements, the tasked unit must ensure the appropriate functional areas are coordinated with to confirm the equipment is onboard (i.e. life sustaining equipment, shoring equipment, tie-down devices, bins, etc.). **(T-3).** Annotate configuration changes on AF Form 4100, the DD Form 365-4, or AFTO Form 46 as appropriate.

1.5.2. A waiver to relocate or add equipment for a specific mission is rarely required provided that the changes do not interfere with passenger egress, are within the weight & balance limits prescribed by T.O. 1C-135-5-1, secured in accordance with T.O. 1C-135-9, does not distract from follow-on mission requirements, and are approved by the PIC.

1.5.3. Waivers. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360 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.

1.5.4. Supplemental Procedures. This AFMAN is a basic directive. Each user MAJCOM or operational theater may supplement this AFMAN according to AFPD 11-2, Aircrew Operations, and AFI 33-360. Stipulate unique MAJCOM procedures and publish MAJCOM/A3-approved permanent waivers in the MAJCOM supplement.

1.6. Supply Accountability. See AFMAN 23-110V2, *Standard Base Supply Customer Procedures*, for accountability and transfer provisions, except when specific C2 mission tasking provides additional guidance.

1.7. Corner Braces, Cargo/Baggage Bins, and CMF Containers.

1.7.1. Corner Braces. Local manufacture of cargo/baggage bin corner braces per the instructions in **Figure 1.8** is authorized. Bins are constructed out of 3/4 inch Douglas fir plywood. Secure bins in aircraft in accordance with **Figure 1.9** **(T-3).**

1.7.2. The -21/AME section will store and control braces when not in use. **(T-3).**

1.7.3. In order to utilize these devices, pre-cut plywood shoring for each bin as follows:

1.7.3.1. Forward and aft ends of bin. Utilize 3 feet by 4 feet pieces of plywood. Units may opt to use 4 foot wide bins. Bin top pieces must be cut to match bin width. In order to exercise this size option do not discard serviceable 3 foot by 4 foot plywood end pieces until deemed unserviceable. Sides of bin will utilize a full 4 foot by 8 foot plywood sheets. **(T-3).**

1.7.3.2. Top of bin. Utilize one 3 foot by 8 foot piece of plywood. Experience has proven that pre-cut shoring won't degrade the operational requirement of providing adequate shoring material for cargo requirements. If the option to increase bin sizes in **paragraph 1.9.5.1** is used, the bin top size will be a full (4 X 8 feet) sheet of plywood. **(T-3).**

1.7.3.3. Baggage bins will not be altered with holes, cutouts, hinges etc. Baggage bin alterations require KC-135 SPO engineering assessment. **(T-3).**

1.7.4. For planning purposes, use the following weights for empty bins.

1.7.4.1. Bins constructed 3 feet in width weigh approximately 250 pounds each to include corner braces.

1.7.4.2. Bins constructed 4 feet in width weigh approximately 285 pounds each to include corner braces. If a bottom sheet is used to protect the floor the weight is 355 pounds.

1.7.5. CMF Containers. CMF Containers may be commercially procured or locally produced.

1.7.5.1. Construct containers out of metal, with riveted or welded seams, internal hinges, and lock hasps. Design container to be tamper resistant such that once locked any attempts to remove material from container will be evident. **(T-3).**

1.7.5.2. Coordinate with Wing Operations Plans & Programs to determine sizing requirements.

Table 1.1. KC-135 Aircraft Equipment, Technical Data, Forms and Miscellaneous Requirements.

Note: Stow all item listed aboard the aircraft as directed in T.O.'s, Notes, and Figures 1.1 thru 1.7.		**Note:** Grayed ▢ items do not change from Standard (day-to-day) configuration								
Line #	**Nomenclature**	**Standard**	**BE / Coronet**	**Contingency**	**OPLAN Alert**	**CAPSTONE DV**	**AAM135 Roller**	**Aeromedical**	**PDM Input [1]**	**Notes**
1.	AFTO Form 781 **AVF Data 1 Document**	1	1	1	1	1	1	1	1	12
2.	AFTO Form 46, **Prepositioned Aircrew Flight Equipment**	1	1	1	1	1	1	1	1	12
3.	DD Form 1896, **Jet Fuel Identification Plate and DoD Fleet Servicing Air Card**	1	1	1	1	1	1	1	1	12
4.	AFTO Form 95, **Significant Historical Data**, (for aircraft)	0	0	1	1	0	0	0	1	12
5.	AFTO Form 95 (for landing gear)	0	0	1	1	0	0	0	1	12
6.	AFTO Form 95 (for IFR boom)	0	0	1	1	0	0	0	1	12
7.	AFTO Form 95 (for each engine)	0	0	1	1	0	0	0	1	12
8.	AFTO Form 95 (for engine compressor)	0	0	1	1	0	0	0	1	12
9.	AFTO Form 95 (for each QEC)	0	0	1	1	0	0	0	1	12
10.	AFTO Form 95 (for each turbine wheel)	0	0	1	1	0	0	0	1	12
11.	AFTO Form 95 (for auxiliary power unit)	0	0	1	1	0	0	0	1	12
12.	AFTO Form 21, **KC-135R Trim Sheet** (Same form for T- Models)	0	0	1	1	0	0	0	1	12
13.	AFTO Form 44, **Turbine Wheel Historical Record** (for each turbine)	0	0	1	1	0	0	0	1	12
14.	AFTO Form 132, **B- 52/EC/KC/RC-135 Engine Trim and Exhaust Gas Temp Spread Check**	0	0	1	1	0	0	0	1	12
15.	AFTO Form 340, **B-52 and EC/KC/RC-135 Power Package Test Log**	0	0	1	1	0	0	0	1	12
16.	DD Form 2026, **Oil Analysis Record for All Engines**, if applicable	0	0	1	1	0	0	0	1	3
17.	AFTO Form 782, **In-flight Data**, sheet or MAJCOM specified	0	0	1	1	0	0	0	1	12
18.	Automated Records Check (ARC), providing aircraft and engine TCTO status	0	0	1	1	0	0	0	1	12
19.	Debriefing information from last 5 flights	1	1	1	1	1	1	1	0	12
20.	Current item inspection planning requirements documented, delayed discrepancies	1	1	1	1	1	1	1	1	12

21.	AFTO Form 350, **Reparable Item Processing Tag** (blank)	0	5	5	5	5	5	5	0	12
22.	AMC IMT Form 278, **Debriefing and Recovery Plan**	0	5	5	5	5	5	5	0	12
23.	AF Form 2414, **Verification Worksheet** (blank)	0	5	5	5	5	5	5	0	12
24.	AFTO Form 14, **135 Aircraft Refueling, Defueling and Fuel Distribution Worksheet,**	30	30	30	30	30	30	30	0	12
25.	Ladder assembly, forward entrance	1	1	1	1	1	1	1	1	
26.	Fire extinguisher aircraft, Halon 1211	3	3	3	3	3	3	3	3	
27.	Axe, firefighter's small hand	2	2	2	2	2	2	2	2	
28.	Kit, first-aid, 6545-01-533-7043	3	3	3	3	3	3	3	3	
29.	Curtains, flash, set	1	1	1	1	1	1	1	0	
30.	Cylinder assembly, portable oxygen type	8	8	8	8	8	8	8	AR	13
31.	Handle assembly, nose gear extension	1	1	1	1	1	1	1	1	
32.	Lock assembly, main gear, 1730-00-602-7960	2	2	2	2	2	2	2	2	
33.	Lock assembly, nose gear, 1730-00-347-2209	1	1	1	1	1	1	1	1	
34.	Lock assembly, main gear door, 1730-00-607-0508	2	2	2	2	2	2	2	2	
35.	Crank assembly, emergency flap and gear extension, 1560-00-560-4023	1	1	1	1	1	1	1	1	
36.	Safety lock assembly, chinning bar, part #F71232	1	1	1	1	1	1	1	1	
37.	Seats, 1-man nylon, 1680-00-555-6470	1	1	1	1	1	1	1	0	11
38.	Seats, 2-man nylon, 1680-00-810-4774	4	4	4	4	4	4	4	0	11
39.	Seats, 3-man nylon, 1600-00-616-4604	16	16	16	16	16	16	16	2	11
40.	Belt, lap troop seat	57	57	57	57	57	57	57	6	11
41.	Crew berth, upper, with mattress	5	5	5	5	5	5	5	0	4
42.	Table, local manufacture	0	0	0	0	1	0	0	0	
43.	Seat, passenger, airline, type MP-2, 1680-00-983-6097	0	0	0	0	12	0	3	0	
44.	Studs, airline seat, attachment	0	0	0	0	48	0	12	0	
45.	Galley	1	1	1	1	1	1	1	0	8
46.	Oven, food warmer, part # MIL-O-6438B, type B-4, 7310-00-634-3451, or microwave oven TIA PN 400-1409-01-L	1	1	1	1	1	1	1	0	8
47.	Cup, food warmer, B- 1, 7310-00-151-6569	2	2	2	2	2	2	2	0	
48.	Container, beverage, 2-gallon minimum	1	2	2	2	2	2	2	0	
49.	Box assembly, tie down storage, 1560-00-676-5931 or P/N, NSN per current technical data	5	5	5	5	5	5	5	0	

50.	Stud shackle assembly, D-ring, 5,000-pound capacity, 1670-00-533-9968	80	80	80	80	80	80	80	AR	
51.	Stud shackle assembly, D-ring, 10,000-pound capacity, 1670-00-348-5887	16	16	16	16	16	16	16	0	
52.	MB-1 tie-down chain, MIL-T-25959, 1670-00-516-8405	16	16	16	16	16	16	16	0	
53.	MA-1 chain assembly, 10,000-pound capacity, 24-inch length, FDA- 1029, with fitting	6	6	6	6	6	6	6	0	
54.	MB-1 tensioning device, MIL-T-25959, 1670-00-212-1149	8	8	8	8	8	8	8	0	
55.	GCU-1/B or MC-1 nylon strap, 5,000-lb. capacity, MIL-T-27260-1670-00-725-1437	50	50	50	50	50	50	50	AR	
56.	Mattress, instructor and student boom operator	2	2	2	2	2	2	2	2	14
57.	Mattress, pallet, boom operator	1	1	1	1	1	1	1	1	14
58.	Receptacle, waste paper	1	1	1	1	1	1	1	0	8
59.	Chocks, nose gear, wooden, 28-inch length, set	1	1	1	1	1	1	1	0	
60.	Headset, interphone-radio, 5965-00-226-7870 (crew chief item)	0	3	3	3	3	3	3	0	
61.	Ground cord, interphone, 5995-00-259-5003	2	2	2	2	2	2	2	0	
62.	Wands, taxi	2	2	2	2	2	2	2	0	
63.	Cable. grounding, 50- foot	2	2	2	2	2	2	2	2	
64.	Step ladder, 4- or 10- foot	1	1	1	1	1	1	1	0	
65.	Tire gauge (crew chief item)	0	0	0	0	0	0	0	0	
66.	Cargo/Baggage bins	0	0	3	1	2	0	2	0	
67.	Urinal	2	2	2	2	2	2	2	1	
68.	Broom	2	2	2	2	2	2	2	0	
69.	Mop	1	1	1	1	1	1	1	0	
70.	Bags, plastic garbage	25	25	25	25	25	25	25	1	
71.	Shovel, snow	2	2	2	2	2	2	2	0	
72.	Rope, 100-foot, for snow removal	2	2	2	2	2	2	2	0	
73.	Squeegee	2	2	2	2	2	2	2	0	
74.	Bucket	1	1	1	1	1	1	1	0	
75.	Cover assembly, pitot tube, 1730-00-395-6605	2	2	2	2	2	2	2	2	
76.	Cover, windshield	1	1	1	1	1	1	1	0	
77.	Cover assembly, IFR boom nozzle, 1730-00-317-7891	1	1	1	1	1	1	1	0	
78.	Plug assembly, air conditioner, ram air inlet	1	1	1	1	1	1	1	1	
79.	Plug, engine intake	4	4	4	4	4	4	4	4	10

80.	Plug, engine exhaust	4	4	4	4	4	4	4	4	10
81.	Cable, safety harness, wing-walker	4	4	4	4	4	4	4	0	
82.	Inboard wing optional mount (grasps hydraulic servicing access opening)	UD	UD	UD	UD	UD	UD	UD	0	
83.	Oil, jet engine, (P/N, NSN per current technical data)	2	2	2	2	2	2	2	0	
84.	Fluid, hydraulic, (P/N, NSN per current technical data)	1	1	1	1	1	1	1	0	
85.	Safety Barrier assemblies, cargo door & AFT hatch	1	1	1	1	1	1	1	1	16
86.	Aft support, cargo loading, Tail stand 1730-00-613-9999	1	1	1	1	1	1	1	1	
87.	Assembled drogue	0	1	1	0	0	0	0	0	2
88.	Heat Sock TCTO 1C- 135-1724 Part # 200540048-10	1	1	1	1	1	1	1	0	6
89.	Heat Sock TCTO 1C-135-1724 Part # 200540048-30	AR	3	3	AR	3	AR	3	0	6
90.	MPRS Fly Away Kit (if equipped)	1	1	1	0	1	1	1	0	7
91.	Crew Chief Box	1	1	1	1	1	1	1	0	9
92.	Emergency Escape Slide	1	1	1	1	1	1	1	0	5
93.	Gun Box	0	1	1	1	1	1	1	0	
94.	Combat Mission Folder (CMF Container)	0	0	0	1	0	0	0	0	15

Notes: (AR = As Required / UD = Unit's Discretion)

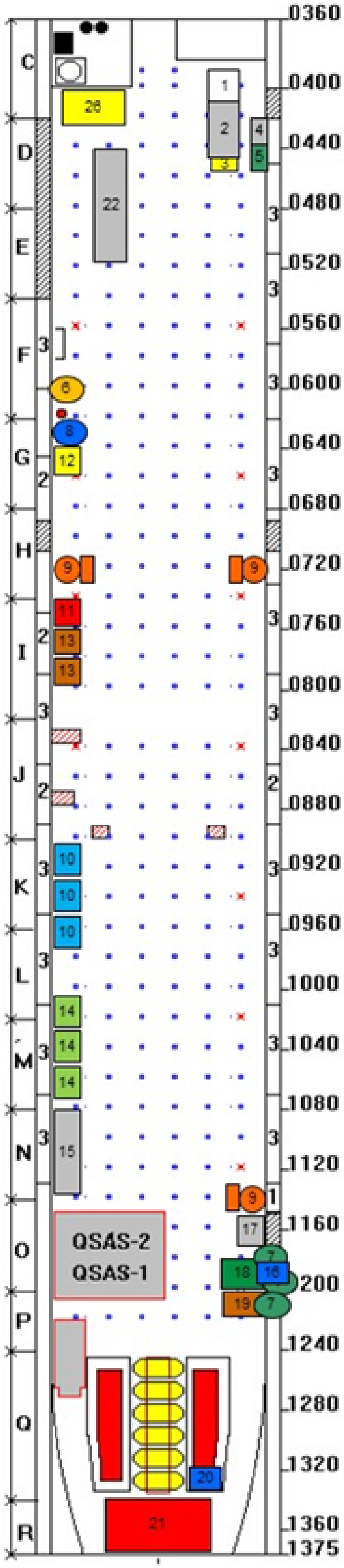
1. For PDM, carry only what is required for flight in accordance with Table 1.1, input instructions, and sound judgement.
2. Drogue assembly is required for Business Effort/Coronet, Contingency configuration, and as specified in the specific C2 tasking. When a drogue is required, equipment will be taken to facilitate drogue installation or removal. Ensure the 180 day inspection will not come due during the deployment from home station. **(T-3).** To prevent leakage, fully drain before capping hose. Secure to aircraft floor or inside a baggage bin when not in use (location may be modified at unit's discretion). When securing to floor, ensure strap does not place excessive force on the drogue spokes. Due to the Boom Drogue Adapter's weight and small contact area it will not be stowed loosely in a baggage bin and should be stored in a suitable shipping container.
3. DD Form 2026, Oil Analysis Request, will be requested in adequate time to accompany the aircraft to the deployed location. For short notice deployment, the form may be mailed.
4. Units are authorized to install 5 crew bunks with mattresses. Four bunks will be positioned on the right side of the aircraft from station 1220 to 1360. Install one bunk on the left side on the aircraft from station 1250-1330. Bunks on the right side will be installed to the upper and lower seat rail attachment points. Bunks on the left side should use the upper seat rail.
5. Mandatory when infants, handicapped individuals, or more than 10 passengers are carried. **(T-2).**
6. Heat sock part # 200540048-10 will be installed at FS 1330 (Boom Pod) for all configurations. Heat sock part # 200540048-30 will be installed as required at FS 610, 790, and 1060 for contingency, DV, and AE configurations.
7. Required for off-station MPRS configured aircraft.
8. May be left in standard location for Aeromedical Evacuation missions.
9. Box will not exceed 58 inches in length and must fit under troop seats.
10. Equipment stowed at unit discretion and must be standard for all unit's aircraft. **(T-3).**
11. Troop seats and lap belts (except for 2 each 3-man seats and 6 lap belts) will be removed for PDM input. If an aircraft will transfer possession through PDM, all troop seats and lap belts will remain installed.
12. Aircraft Forms, Weight & Balance Handbook (Chart C / 4100) and AFE Forms (AFTO 46) are recommended to be stored in the Nav's cabinet when not in use. When historical forms are bundled and jacketed for Contingency, OPLAN Alert, or PDM input they will be clearly marked with the aircraft's tail number and stowed in the Nav's cabinet or on the desk.
13. A minimum of 4 of the 8 portable O2 cylinders are required to be unmodified/modified-2 O2 bottles. Install unmodified/modified-2 O2 bottles at the P, CP, Nav Station, and Boom Operator Aft Position (Center) compartment. The remaining bottles will be installed at the IP, BO (Forward), Passenger Station Oxygen Panel, and AFT Emergency Equipment Panel. If additional unmodified/modified-2 bottles are available the priority is at the crew positions vs the cargo compartment.
14. Due to the safety risk of the mattresses slipping under foot and causing injury, the Boom Operator mattresses will be properly secured to the associated pallets in order to be considered serviceable.
15. The CMF container is used to store/secure sensitive mission information. See paragraph 1.9 for CMF container construction requirements and AMCI 13-520-S, *Mobility Nuclear Operations*, for required contents in order to determine size.
16. Cargo Safety Barrier - Should be kept in good condition with all 3 clips on each side serviceable. Aft Hatch Safety Barrier - Should be stored in unit manufactured bag secured near the aft hatch.

Table 1.2. C/KC-135 AIRCRAFT AIRCREW FLIGHT EQUIPMENT CONFIGURATION.

Minimum Required Equipment (Stow all item listed aboard the aircraft as directed in T.O.'s, Notes, and Figures 1.1 thru 1.7.)	**Standard**	**PDM Input**	**Notes**
Mask, 358-series w/goggles	6	4	1
Protective Breathing Equipment (PBE)	2	2	
Emergency Passenger Oxygen System (EPOS)	60	4	2
Protective Clothing Kit (PCK)	1	0	
PCU-17/P Restraint Harness	2	2	
F-2B 20 Person Life Raft	3	0	3, 5
Adult-Child Life Preserver (A/C)	60	0	3, 5
LPU-6/P Life Preserver (Infant Cot)	3	0	
Survival Vest~~/ Backpack~~	4	0	
Aircrew Body Armor (Level IIIA)	4	0	
Anti-Exposure Suit	AR	0	7
Minimum Survival Kit (MSK)	0	1	
Emergency Escape Slide	1	0	4
Passenger Demonstration Kit	1	0	
AMARG Input			3, 5
OPLAN ALERT			6

Notes: (AR = As Required)
1. Standard config masks will be positioned at P, CP, N, IP, BO FWD, and BO Pod duty stations.
2. At a minimum, 20 of the 60 total EPOS will be prepositioned with (1) in the latrine, (1) at the galley, and the remainder evenly distributed throughout the cargo compartment. For AETC units, 20 EPOS total are required onboard.
3. Aircraft flying over water (outside of gliding distance) to PDM will load one 20-Person life raft and four Adult-Child life preservers.
4. Mandatory if infants, handicapped individuals, or more than 10 passengers will potentially be carried.
5. Aerospace Maintenance and Regeneration Group (AMARG) Input procedures: Contact 309 AMARG/OBW office at Davis-Monthan AFB to determine the minimum configuration requirements and pre-coordinate any equipment return procedures.
6. For OPLAN Alert, AFE will install 3ea EEU-Series flash blindness goggles, 3 cases of cold weather rations or MREs, minimum 1,800oz drinking water or emergency water packets, and 1ea carbon monoxide detector. EEU series/(PLZT) goggles will be prepositioned on the floor behind the pilot left and right seats and left of the Nav/Boom seat. Units will establish aircraft live-aboard capability. See AMCI 13-520-S, *Mobility Nuclear Operations* for further OPLAN Alert specifics.
7. Operations planners, schedulers, or crew will request Anti-Exposure Suits for any missions planned to operate above 78 degrees North or below 60 degrees South latitude. If required, suits will be prepositioned in the cockpit.

Figure 1.1. KC-135 STANDARD CONFIGURATION.



KC-135 STANDARD CONFIGURATION

This configuration should be used to the maximum extent possible, however units may use up to 3 baggage bins in a standard configuration. It also may be altered to meet mission specific requirements. See paragraph 1.7.

Items Stowed on Flight Deck:
2 x PCU-17/P Inflight Restraint Harness
1 x Protective Breathing Equipment (PBE)
4 x Anti-Expose Suits (if required) - Operations planners, schedulers, or crew will request Anti-Exposure Suits for any missions planned to operate above 78 degrees North or below 60 degrees South latitude. If required, prepositioned in the cockpit.

KC-135 LOAD PLANNING WORKSHEET			
DATE		AIRCRAFT TAIL NUMBER	
AIRCRAFT BASIC WEIGHT/MOMENT (CHART C)		WEIGHT	MOMENT
IN STATION	EQUIPMENT		
ADJUSTED WEIGHT / MOMENT			
Alternate Mission Equipment Section (AME) Configured By:			Date:

KC-135 STANDARD CONFIGURATION

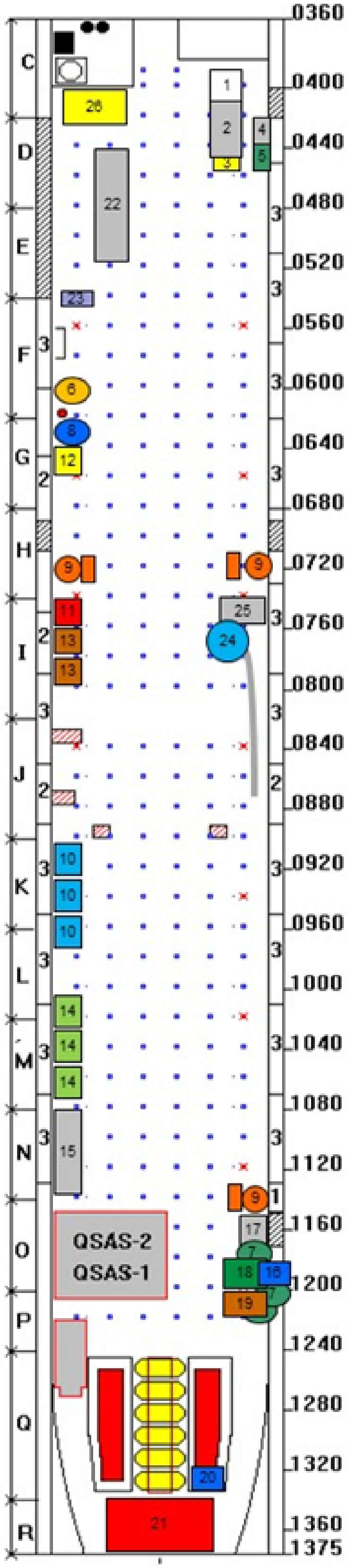
ITEM

1. **Trash Can** - The location of the Trash Can and Nose Gear Chocks may be swapped or stowed together.
2. **Galley** - In general, the following items are authorized to be stowed in the galley without restraint: Food Warmer Cups, Paper Cups, Napkins, Trash Bags, Hand cleaner, Aircraft Forms, Grounding Wires, Taxi Wands, Pitot Tube Covers, Antenna Covers, Ram Air Inlet Plug, IFR Boom Nozzle Cover and Non-HAZCOM Cleaning Supplies. Additional/heavier items such as straps and shackles will be securely stowed.
3. **Nose Gear Chocks** - Mandatory due to ground evacuation considerations.
4. **Heat Socks** - Heat sock part # 200540048-10 (1 ea.) will be installed at STA 1330 (Boom POD) for all configurations. Heat socks part # 200540048-30 (3 ea.) will be installed as required at STA 610, 790, and 1060. When not in use, stow in bag hanging from troop seat rail behind galley.
5. **Passenger Demonstration Kit** - Stow in bag hanging from the troop seat rail behind galley.
6. **LPU-6/P Life Preserver (Infant Cot / Children ≤ 18 Months)** - Stow along with EPOS.
7. **Adult-Child (A/C) Life Preserver** - (60 total) Stow in A3 bags or other suitable container.
8. **Emergency Passenger Oxygen System (EPOS)** - At a minimum, 20 of the 60 total EPOS will be prepositioned with (1) in the latrine, (1) at the galley, and the remainder evenly distributed throughout the cargo compartment to satisfy oxygen requirements. Distribute additional EPOS as needed when passengers are added.
9. **F-2B 20-Person Life Raft** - Life rafts secured to aircraft mounting brackets do not require additional restraint. Rafts may be rotated 90 degrees to increase aisle space.
10. **Tie Down Boxes (5,000lb Straps and Shackles)** - Boxes must not interfere with troop seat legs or support arms.
11. **Hydraulic Fluid Case** - 1 full case stowed under troop seats. Cardboard boxes are sufficient provided they are not torn, have holes, or are fluid soaked. Case must not interfere with troop seat legs or support arms.
12. **MX Wing Safety Harness** - May be clipped or belted into seat rail.
13. **Engine Oil Case** – 2 full cases stowed under troop seats. Cardboard boxes are sufficient provided they are not torn, have holes, or are fluid soaked. Case must not interfere with troop seat legs or support arms.
14. **Tie Down Boxes (10,000lb Chains, Shackles**, etc) - Boxes must not interfere with troop seat legs or support arms.
15. **Crew Chief Box** - Box will not exceed 58 inches in length and must fit under troop seats.
16. **Protective Breathing Equipment (PBE)** - (2 total) One stowed on flight deck and one stowed at aft emergency panel. Provides additional respiratory and eye protection for firefighting.
17. **Emergency Escape Slide** - Slide must be properly secured and orientated for proper operation.
18. **Aircrew Body Armor (Level IIIA) & Survival Carrier** - 4 Aircrew Body Armor and 4 Survival Carriers will be stowed in box.
19. **Protective Clothing Kit (PCK)** - Includes Apron, Gloves, Shears, Absorbent Pads, Plastic Bags, and Tape for HAZMAT containment/clean-up. Tie down location may be modified at unit's discretion.
20. **358-Series Mask (Quick-Don)** - (6 Total) Located at P, CP, IP, N, BO FWD and BO Boom Pod duty stations.
21. **Engine Intake & Exhaust Plugs** - Tie down location may be modified at unit's discretion but must be standard for all unit's aircraft. If secured to the O2 System rack, ensure strap does not interfere with any lines or valves.
22. **Crew Chief Ladder** - Tie down location may be modified based upon mission requirements.

---------- **(Items above are required on all configurations)** ----------

23. N/A this configuration.
24. N/A this configuration.
25. N/A this configuration.
26. **ANG Tool Box** - Secure-in accordance with T.O. 1C-135-9 or as approved by KC-135 Engineering/OC-ALC DSN: 336-1868.
27. N/A this configuration.
28. N/A this configuration.
29. N/A this configuration.
30. N/A this configuration.
31. N/A this configuration.
32. N/A this configuration.
33. N/A this configuration.

Figure 1.2. KC-135 BUISINESS EFFORT/CORONET CONFIGURATION.



KC-135 BE/CORONET CONFIGURATION

This configuration should be used to the maximum extent possible but may be altered to meet mission specific requirements. See paragraph 1.7.

Items Stowed on Flight Deck:
2 x PCU-17/P Inflight Restraint Harness
1 x Protective Breathing Equipment (PBE)
4 x Anti-Expose Suits (if required) - Operations planners, schedulers, or crew will request Anti-Exposure Suits for any missions planned to operate above 78 degrees North or below 60 degrees South latitude. If required, prepositioned in the cockpit.

KC-135 LOAD PLANNING WORKSHEET			
DATE		AIRCRAFT TAIL NUMBER	
AIRCRAFT BASIC WEIGHT/MOMENT (CHART C)		WEIGHT	MOMENT
IN STATION	EQUIPMENT		
ADJUSTED WEIGHT / MOMENT			
Alternate Mission Equipment Section (AME) Configured By:			Date:

KC-135 BUISINESS EFFORT/CORONET CONFIGURATION

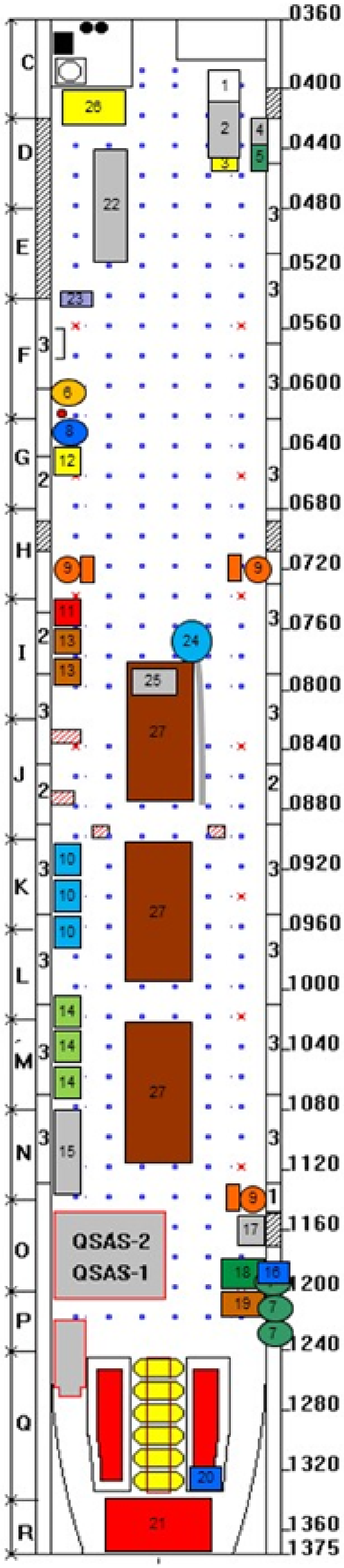
ITEM

1. **Trash Can** - The location of the Trash Can and Nose Gear Chocks may be swapped or stowed together.
2. **Galley** - In general, the following items are authorized to be stowed in the galley without restraint: Food Warmer Cups, Paper Cups, Napkins, Trash Bags, Hand cleaner, Aircraft Forms, Grounding Wires, Taxi Wands, Pitot Tube Covers, Antenna Covers, Ram Air Inlet Plug, IFR Boom Nozzle Cover and Non-HAZCOM Cleaning Supplies. Additional/heavier items such as straps and shackles will be securely stowed.
3. **Nose Gear Chocks** - Mandatory due to ground evacuation considerations.
4. **Heat Socks** - Heat sock part # 200540048-10 (1 ea.) will be installed at STA 1330 (Boom POD) for all configurations. Heat socks part # 200540048-30 (3 ea.) will be installed as required at STA 610, 790, and 1060. When not in use, stow in bag hanging from troop seat rail behind galley.
5. **Passenger Demonstration Kit** - Stow in bag hanging from the troop seat rail behind galley.
6. **LPU-6/P Life Preserver (Infant Cot / Children ≤ 18 Months)** - Stow along with EPOS.
7. **Adult-Child (A/C) Life Preserver** - (60 total) Stow in A3 bags or other suitable container.
8. **Emergency Passenger Oxygen System (EPOS)** - At a minimum, 20 of the 60 total EPOS will be prepositioned with (1) in the latrine, (1) at the galley, and the remainder evenly distributed throughout the cargo compartment to satisfy oxygen requirements. Distribute additional EPOS as needed when passengers are added.
9. **F-2B 20-Person Life Raft** - Life rafts secured to aircraft mounting brackets do not require additional restraint. Rafts may be rotated 90 degrees to increase aisle space.
10. **Tie Down Boxes (5,000lb Straps and Shackles)** - Boxes must not interfere with troop seat legs or support arms.
11. **Hydraulic Fluid Case** - 1 full case stowed under troop seats. Cardboard boxes are sufficient provided they are not torn, have holes, or are fluid soaked. Case must not interfere with troop seat legs or support arms.
12. **MX Wing Safety Harness** - May be clipped or belted into seat rail.
13. **Engine Oil Case** - 2 full cases stowed under troop seats. Cardboard boxes are sufficient provided they are not torn, have holes, or are fluid soaked. Case must not interfere with troop seat legs or support arms.
14. **Tie Down Boxes (10,000lb Chains, Shackles**, etc) - Boxes must not interfere with troop seat legs or support arms.
15. **Crew Chief Box** - Box will not exceed 58 inches in length and must fit under troop seats.
16. **Protective Breathing Equipment (PBE)** - (2 total) One stowed on flight deck and one stowed at aft emergency panel. Provides additional respiratory and eye protection for firefighting.
17. **Emergency Escape Slide** - Slide must be properly secured and orientated for proper operation.
18. **Aircrew Body Armor (Level IIIA) & Survival Carrier** - 4 Aircrew Body Armor and 4 Survival Carriers will be stowed in box.
19. **Protective Clothing Kit (PCK)** - Includes Apron, Gloves, Shears, Absorbent Pads, Plastic Bags, and Tape for HAZMAT containment/clean-up. Tie down location may be modified at unit's discretion.
20. **358-Series Mask (Quick-Don)** - (6 Total) Located at P, CP, IP, N, BO FWD and BO Boom Pod duty stations.
21. **Engine Intake & Exhaust Plugs** - Tie down location may be modified at unit's discretion but must be standard for all unit's aircraft. If secured to the O2 System rack, ensure strap does not interfere with any lines or valves.
22. **Crew Chief Ladder** - Tie down location may be modified based upon mission requirements.

---------- **(Items above are required on all configurations)** ----------

23. **Gun Box** - Tie Down location may be modified at unit's discretion.
24. **Assembled Drogue** - Tie down location may be modified at unit's discretion. Do not apply excessive force to spokes when securing to aircraft floor.
25. **MPRS Fly Away Kit** - Required for aircraft configured with MPRS.
26. **ANG Tool Box** - Secure in accordance with T.O. 1C-135-9 or as approved by KC-135 Engineering OC-ALC DSN: 336-1868.
27. N/A this configuration.
28. N/A this configuration.
29. N/A this configuration.
30. N/A this configuration.
31. N/A this configuration.
32. N/A this configuration.
33. N/A this configuration.

Figure 1.3. KC-135 CONTINGENCY CONFIGURATION.



KC-135 CONTINGENCY CONFIGURATION

This configuration should be used to the maximum extent possible but may be altered to meet mission specific requirements. See paragraph 1.7.

Items Stowed on Flight Deck:
2 x PCU-17/P Inflight Restraint Harness
1 x Protective Breathing Equipment (PBE)
4 x Anti-Expose Suits (if required) - Operations planners, schedulers, or crew will request Anti-Exposure Suits for any missions planned to operate above 78 degrees North or below 60 degrees South latitude. If required, prepositioned in the cockpit.

KC-135 LOAD PLANNING WORKSHEET			
DATE		AIRCRAFT TAIL NUMBER	
AIRCRAFT BASIC WEIGHT/MOMENT (CHART C)		WEIGHT	MOMENT
IN STATION	EQUIPMENT		
ADJUSTED WEIGHT / MOMENT			
Alternate Mission Equipment Section (AME) Configured By:			Date:

KC-135 CONTENGENCY CONFIGURATION

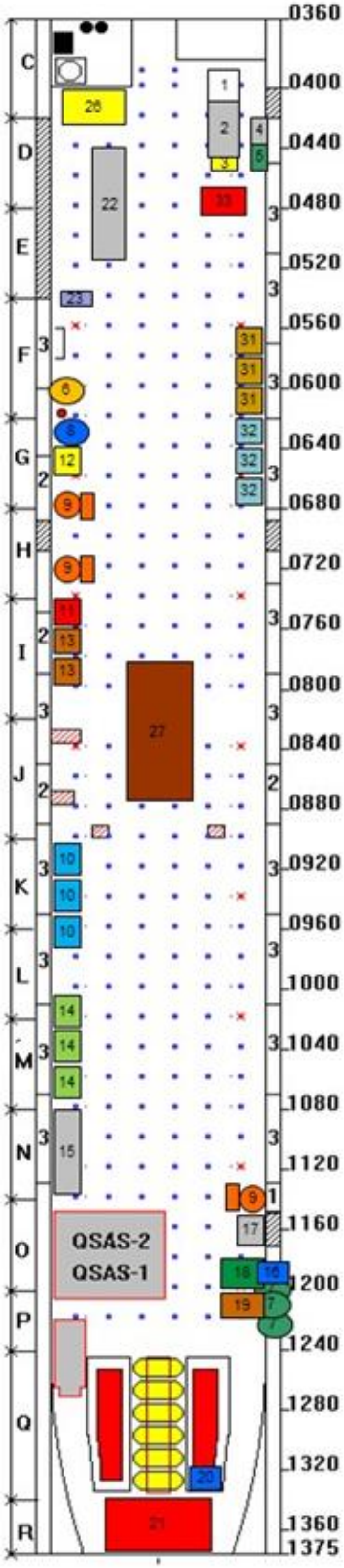
ITEM

1. **Trash Can** - The location of the Trash Can and Nose Gear Chocks may be swapped or stowed together.
2. **Galley** - In general, the following items are authorized to be stowed in the galley without restraint: Food Warmer Cups, Paper Cups, Napkins, Trash Bags, Hand cleaner, Aircraft Forms, Grounding Wires, Taxi Wands, Pitot Tube Covers, Antenna Covers, Ram Air Inlet Plug, IFR Boom Nozzle Cover and Non-HAZCOM Cleaning Supplies. Additional/heavier items such as straps and shackles will be securely stowed.
3. **Nose Gear Chocks** - Mandatory due to ground evacuation considerations.
4. **Heat Socks** - Heat sock part # 200540048-10 (1 ea.) will be installed at STA 1330 (Boom POD) for all configurations. Heat socks part # 200540048-30 (3 ea.) will be installed as required at STA 610, 790, and 1060. When not in use, stow in bag hanging from troop seat rail behind galley.
5. **Passenger Demonstration Kit** - Stow in bag hanging from the troop seat rail behind galley.
6. **LPU-6/P Life Preserver (Infant Cot / Children ≤ 18 Months)** - Stow along with EPOS.
7. **Adult-Child (A/C) Life Preserver** - (60 total) Stow in A3 bags or other suitable container.
8. **Emergency Passenger Oxygen System (EPOS)** - At a minimum, 20 of the 60 total EPOS will be prepositioned with (1) in the latrine, (1) at the galley, and the remainder evenly distributed throughout the cargo compartment to satisfy oxygen requirements. Distribute additional EPOS as needed when passengers are added.
9. **F-2B 20-Person Life Raft** - Life rafts secured to aircraft mounting brackets do not require additional restraint. Rafts may be rotated 90 degrees to increase aisle space.
10. **Tie Down Boxes (5,000lb Straps and Shackles)** - Boxes must not interfere with troop seat legs or support arms.
11. **Hydraulic Fluid Case** - 1 full case stowed under troop seats. Cardboard boxes are sufficient provided they are not torn, have holes, or are fluid soaked. Case must not interfere with troop seat legs or support arms.
12. **MX Wing Safety Harness** - May be clipped or belted into seat rail.
13. **Engine Oil Case** - 2 full cases stowed under troop seats. Cardboard boxes are sufficient provided they are not torn, have holes, or are fluid soaked. Case must not interfere with troop seat legs or support arms.
14. **Tie Down Boxes (10,000lb Chains, Shackles**, etc) - Boxes must not interfere with troop seat legs or support arms.
15. **Crew Chief Box** - Box will not exceed 58 inches in length and must fit under troop seats.
16. **Protective Breathing Equipment (PBE)** - (2 total) One stowed on flight deck and one stowed at aft emergency panel. Provides additional respiratory and eye protection for firefighting.
17. **Emergency Escape Slide** - Slide must be properly secured and orientated for proper operation.
18. **Aircrew Body Armor (Level IIIA) & Survival Carrier** - 4 Aircrew Body Armor and 4 Survival Carriers will be stowed in box.
19. **Protective Clothing Kit (PCK)** - Includes Apron, Gloves, Shears, Absorbent Pads, Plastic Bags, and Tape for HAZMAT containment/clean-up. Tie down location may be modified at unit's discretion.
20. **358-Series Mask (Quick-Don)** - (6 Total) Located at P, CP, IP, N, BO FWD and BO Boom Pod duty stations.
21. **Engine Intake & Exhaust Plugs** - Tie down location may be modified at unit's discretion but must be standard for all unit's aircraft. If secured to the O2 System rack, ensure strap does not interfere with any lines or valves.
22. **Crew Chief Ladder** - Tie down location may be modified based upon mission requirements. May be secured on top of Baggage Bin provided a separate strap is used.

---------- **(Items above are required on all configurations)** ----------

23. **Gun Box** - Tie Down location may be modified at unit's discretion.
24. **Assembled Drogue** - Tie down location may be modified at unit's discretion. Do not apply excessive force to spokes. Due to its weight and small contact area the Boom Drogue Adapter will not be stowed loosely in a baggage bin.
25. **MPRS Fly Away Kit** - Required for aircraft configured with MPRS.
26. **ANG Tool Box** - Secure in accordance with T.O. 1C-135-9 or as approved by KC-135 Engineering OC-ALC DSN: 336-1868.
27. **Baggage Bin** - May be either 3 or 4 foot wide. See Figure **1.9** for typical baggage bin constructions and restraint.
28. N/A this configuration.
29. N/A this configuration.
30. N/A this configuration.
31. N/A this configuration.
32. N/A this configuration.
33. N/A this configuration.

Figure 1.4. KC-135 OPLAN ALERT CONFIGURATION.



KC-135 OPLAN ALERT CONFIGURATION

This configuration should be used to the maximum extent possible but may be altered to meet mission specific requirements. See paragraph 1.7.

Items Stowed on Flight Deck:
2 x PCU-17/P Inflight Restraint Harness
1 x Protective Breathing Equipment (PBE)
4 x Anti-Expose Suits (if required) - Operations planners, schedulers, or crew will request Anti-Exposure Suits for any missions planned to operate above 78 degrees North or below 60 degrees South latitude. If required, prepositioned in the cockpit.
1 x Carbon Monoxide Detector
3 x EEU-Series Flash Blindness (PLZT) Goggles

KC-135 LOAD PLANNING WORKSHEET			
DATE		AIRCRAFT TAIL NUMBER	
AIRCRAFT BASIC WEIGHT/MOMENT (CHART C)		WEIGHT	MOMENT
IN STATION	EQUIPMENT		
ADJUSTED WEIGHT / MOMENT			
Alternate Mission Equipment Section (AME) Configured By:			Date:

KC-135 OPLAN ALERT CONFIGURATION

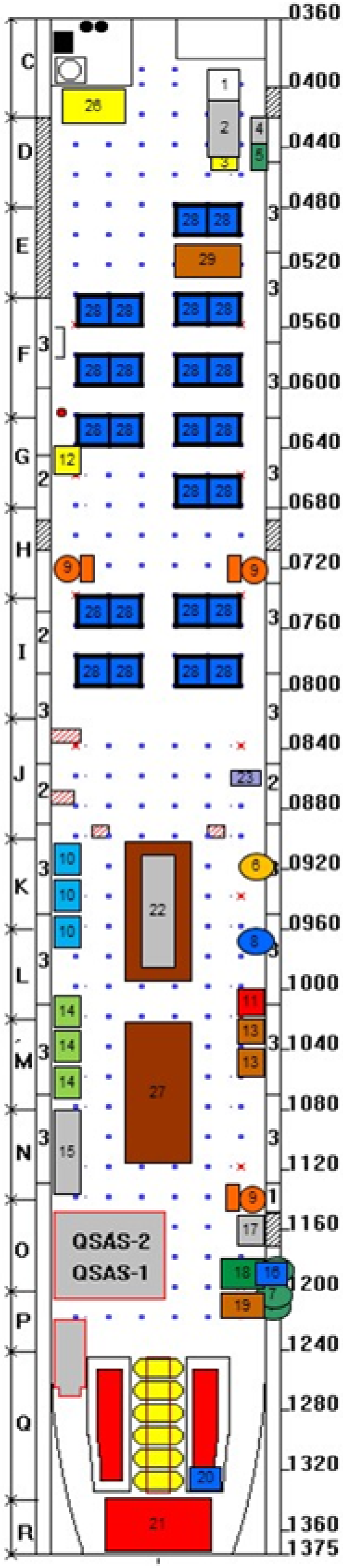
ITEM

1. **Trash Can** - The location of the Trash Can and Nose Gear Chocks may be swapped or stowed together.
2. **Galley** - In general, the following items are authorized to be stowed in the galley without restraint: Food Warmer Cups, Paper Cups, Napkins, Trash Bags, Hand cleaner, Aircraft Forms, Grounding Wires, Taxi Wands, Pitot Tube Covers, Antenna Covers, Ram Air Inlet Plug, IFR Boom Nozzle Cover and Non-HAZCOM Cleaning Supplies. Additional/heavier items such as straps and shackles will be securely stowed.
3. **Nose Gear Chocks** - Mandatory due to ground evacuation considerations.
4. **Heat Socks** - Heat sock part # 200540048-10 (1 ea.) will be installed at STA 1330 (Boom POD) for all configurations. Heat socks part # 200540048-30 (3 ea.) will be installed as required at STA 610, 790, and 1060. When not in use, stow in bag hanging from troop seat rail behind galley.
5. **Passenger Demonstration Kit** - Stow in bag hanging from the troop seat rail behind galley.
6. **LPU-6/P Life Preserver (Infant Cot / Children ≤ 18 Months)** - Stow along with EPOS.
7. **Adult-Child (A/C) Life Preserver** - (60 total) Stow in A3 bags or other suitable container.
8. **Emergency Passenger Oxygen System (EPOS)** - At a minimum, 20 of the 60 total EPOS will be prepositioned with (1) in the latrine, (1) at the galley, and the remainder evenly distributed throughout the cargo compartment to satisfy oxygen requirements. Distribute additional EPOS as needed when passengers are added.
9. **F-2B 20-Person Life Raft** - Life rafts secured to aircraft mounting brackets do not require additional restraint. Rafts may be rotated 90 degrees to increase aisle space. .
10. **Tie Down Boxes (5,000lb Straps and Shackles)** - Boxes must not interfere with troop seat legs or support arms.
11. **Hydraulic Fluid Case** - 1 full case stowed under troop seats. Cardboard boxes are sufficient provided they are not torn, have holes, or are fluid soaked. Case must not interfere with troop seat legs or support arms.
12. **MX Wing Safety Harness** - May be clipped or belted into seat rail.
13. **Engine Oil Case** – 2 full cases stowed under troop seats. Cardboard boxes are sufficient provided they are not torn, have holes, or are fluid soaked. Case must not interfere with troop seat legs or support arms.
14. **Tie Down Boxes (10,000lb Chains, Shackles**, etc) - Boxes must not interfere with troop seat legs or support arms.
15. **Crew Chief Box** - Box will not exceed 58 inches in length and must fit under troop seats.
16. **Protective Breathing Equipment (PBE)** - (2 total) One stowed on flight deck and one stowed at aft emergency panel. Provides additional respiratory and eye protection for firefighting.
17. **Emergency Escape Slide** - Slide must be properly secured and orientated for proper operation.
18. **Aircrew Body Armor (Level IIIA) & Survival Carrier** - 4 Aircrew Body Armor and 4 Survival Carriers will be stowed in box.
19. **Protective Clothing Kit (PCK)** - Includes Apron, Gloves, Shears, Absorbent Pads, Plastic Bags, and Tape for HAZMAT containment/clean-up. Tie down location may be modified at unit's discretion.
20. **358-Series Mask (Quick-Don)** - (6 Total) Located at P, CP, IP, N, BO FWD and BO Boom Pod duty stations.
21. **Engine Intake & Exhaust Plugs** - Tie down location may be modified at unit's discretion but must be standard for all unit's aircraft. If secured to the O2 System rack, ensure strap does not interfere with any lines or valves.
22. **Crew Chief Ladder** - Tie down location may be modified based upon mission requirements.

---------- **(Items above are required on all configurations)** ----------

23. **Gun Box** - Tie Down location may be modified at unit's discretion.
24. N/A this configuration.
25. N/A this configuration.
26. **ANG Tool Box** - Secure in accordance with T.O. 1C-135-9 or as approved by KC-135 Engineering OC-ALC DSN: 336-1868.
27. **Baggage Bin** - May be either 3 or 4 foot wide. See Figure **1.9** for typical baggage bin constructions and restraint.
28. N/A this configuration.
29. N/A this configuration.
30. N/A this configuration.
31. **Cold Weather Rations / MREs** - 3 Cases. Required to support live-aboard alert capability and post msn sustenance.
32. **Drinking Water** - Minimum 1,800oz potable water. Container may vary (Bottle, Flex Pack, Cooler, etc.)
33. **Combat Mission Folder (CMF) Container** - Secure container to any location on the cargo floor until engineering approves a cockpit mounted solution. See AMCI 13-520-S for CMF container requirements.

Figure 1.5. KC-135 CAPSTONE DV CONFIGURATION.



KC-135 CAPSTONE/DV CONFIGURATION

This configuration should be used to the maximum extent possible but may be altered to meet mission specific requirements. See paragraph 1.7.

Items Stowed on Flight Deck:
2 x PCU-17/P Inflight Restraint Harness
1 x Protective Breathing Equipment (PBE)
4 x Anti-Expose Suits (if required) - Operations planners, schedulers, or crew will request Anti-Exposure Suits for any missions planned to operate above 78 degrees North or below 60 degrees South latitude. If required, prepositioned in the cockpit.

KC-135 LOAD PLANNING WORKSHEET			
DATE		AIRCRAFT TAIL NUMBER	
AIRCRAFT BASIC WEIGHT/MOMENT (CHART C)		WEIGHT	MOMENT
IN STATION	EQUIPMENT		
ADJUSTED WEIGHT / MOMENT			
Alternate Mission Equipment Section (AME) Configured By:		Date:	

KC-135 CAPSTONE DV CONFIGURATION

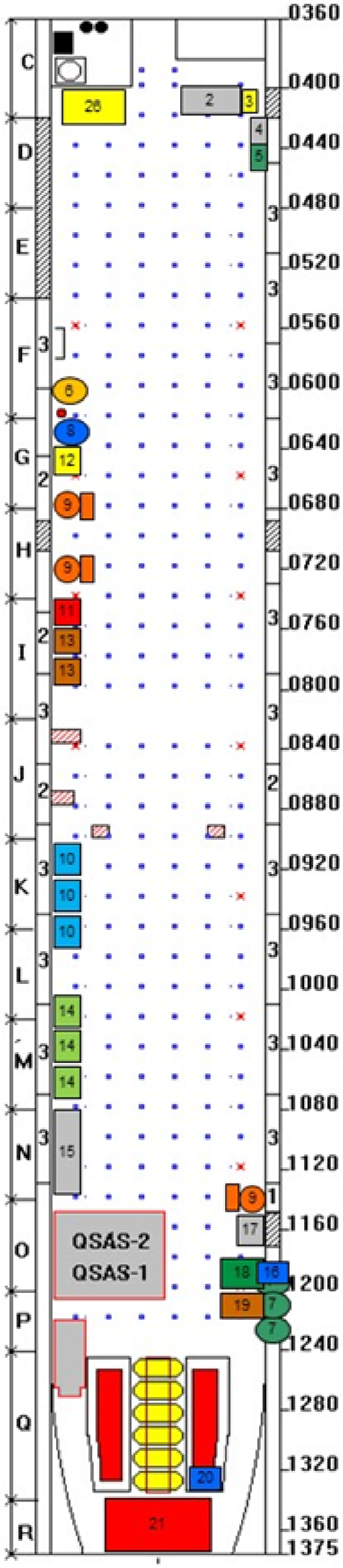
ITEM

1. **Trash Can** - The location of the Trash Can and Nose Gear Chocks may be swapped or stowed together.
2. **Galley** - In general, the following items are authorized to be stowed in the galley without restraint: Food Warmer Cups, Paper Cups, Napkins, Trash Bags, Hand cleaner, Aircraft Forms, Grounding Wires, Taxi Wands, Pitot Tube Covers, Antenna Covers, Ram Air Inlet Plug, IFR Boom Nozzle Cover and Non-HAZCOM Cleaning Supplies. Additional/heavier items such as straps and shackles will be securely stowed.
3. **Nose Gear Chocks** - Mandatory due to ground evacuation considerations.
4. **Heat Socks** - Heat sock part # 200540048-10 (1 ea.) will be installed at STA 1330 (Boom POD) for all configurations. Heat socks part # 200540048-30 (3 ea.) will be installed as required at STA 610, 790, and 1060. When not in use, stow in bag hanging from troop seat rail behind galley.
5. **Passenger Demonstration Kit** - Stow in bag hanging from the troop seat rail behind galley.
6. **LPU-6/P Life Preserver (Infant Cot / Children ≤ 18 Months)** - Stow along with EPOS.
7. **Adult-Child (A/C) Life Preserver** - (60 total) Stow in A3 bags or other suitable container.
8. **Emergency Passenger Oxygen System (EPOS)** - At a minimum, 20 of the 60 total EPOS will be prepositioned with (1) in the latrine, (1) at the galley, and the remainder evenly distributed throughout the cargo compartment to satisfy oxygen requirements. Distribute additional EPOS as needed when passengers are added.
9. **F-2B 20-Person Life Raft** - Life rafts secured to aircraft mounting brackets do not require additional restraint. Rafts may be rotated 90 degrees to increase aisle space.
10. **Tie Down Boxes (5,000lb Straps and Shackles)** - Boxes must not interfere with troop seat legs or support arms.
11. **Hydraulic Fluid Case** – 1 full case stowed under troop seats. Cardboard boxes are sufficient provided they are not torn, have holes, or are fluid soaked. Case must not interfere with troop seat legs or support arms.
12. **MX Wing Safety Harness** - May be clipped or belted into seat rail.
13. **Engine Oil Case** – 2 full cases stowed under troop seats. Cardboard boxes are sufficient provided they are not torn, have holes, or are fluid soaked. Case must not interfere with troop seat legs or support arms.
14. **Tie Down Boxes (10,000lb Chains, Shackles**, etc) - Boxes must not interfere with troop seat legs or support arms.
15. **Crew Chief Box** - Box will not exceed 58 inches in length and must fit under troop seats.
16. **Protective Breathing Equipment (PBE)** - (2 total) One stowed on flight deck and one stowed at aft emergency panel. Provides additional respiratory and eye protection for firefighting.
17. **Emergency Escape Slide** - Slide must be properly secured and orientated for proper operation.
18. **Aircrew Body Armor (Level IIIA) & Survival Carrier** - 4 Aircrew Body Armor and 4 Survival Carriers will be stowed in box.
19. **Protective Clothing Kit (PCK)** - Includes Apron, Gloves, Shears, Absorbent Pads, Plastic Bags, and Tape for HAZMAT containment/clean-up. Tie down location may be modified at unit's discretion.
20. **358-Series Mask (Quick-Don)** - (6 Total) Located at P, CP, IP, N, BO FWD and BO Boom Pod duty stations.
21. **Engine Intake & Exhaust Plugs** - Tie down location may be modified at unit's discretion but must be standard for all unit's aircraft. If secured to the O2 System rack, ensure strap does not interfere with any lines or valves.
22. **Crew Chief Ladder** - Tie down location may be modified based upon mission requirements. May be secured on top of Baggage Bin provided a separate strap is used.

---------- **(Items above are required on all configurations)** ----------

23. **Gun Box** - Tie Down location may be modified at unit's discretion.
24. N/A this configuration.
25. N/A this configuration.
26. **ANG Tool Box** - Secure in accordance with T.O. 1C-135-9 or as approved by KC-135 Engineering OC-ALC DSN: 336-1868.
27. **Baggage Bin** - May be either 3 or 4 foot wide. See Figure **1.9** for typical baggage bin constructions and restraint.
28. **MP-2 Airline Seat** - Per T.O. 1C-135-21-WA-1, units maintain 2 Two-Person seats per aircraft. Because this configuration uses 12 Two-Person seats, units may only be able to support one DV configuration at a time.
29. **DV Table** - Local manufactured table should be sized to maximize usefulness yet not interfere with ingress/egress.
30. N/A this configuration.
31. N/A this configuration.
32. N/A this configuration.
33. N/A this configuration.

Figure 1.6. KC-135 A/M135 ROLLER CONFIGURATION.



KC-135 A/M ROLLER CONFIGURATION

This configuration should be used to the maximum extent possible but may be altered to meet mission specific requirements. See paragraph 1.7.

Items Stowed on Flight Deck:
2 x PCU-17/P Inflight Restraint Harness
1 x Protective Breathing Equipment (PBE)
4 x Anti-Expose Suits (if required) - Operations planners, schedulers, or crew will request Anti-Exposure Suits for any missions planned to operate above 78 degrees North or below 60 degrees South latitude. If required, prepositioned in the cockpit.

KC-135 LOAD PLANNING WORKSHEET			
DATE		AIRCRAFT TAIL NUMBER	
AIRCRAFT BASIC WEIGHT/MOMENT (CHART C)		WEIGHT	MOMENT
IN STATION	EQUIPMENT		
ADJUSTED WEIGHT / MOMENT			
Alternate Mission Equipment Section (AME) Configured By:			Date:

KC-135 A/M135 ROLLER CONFIGURATION

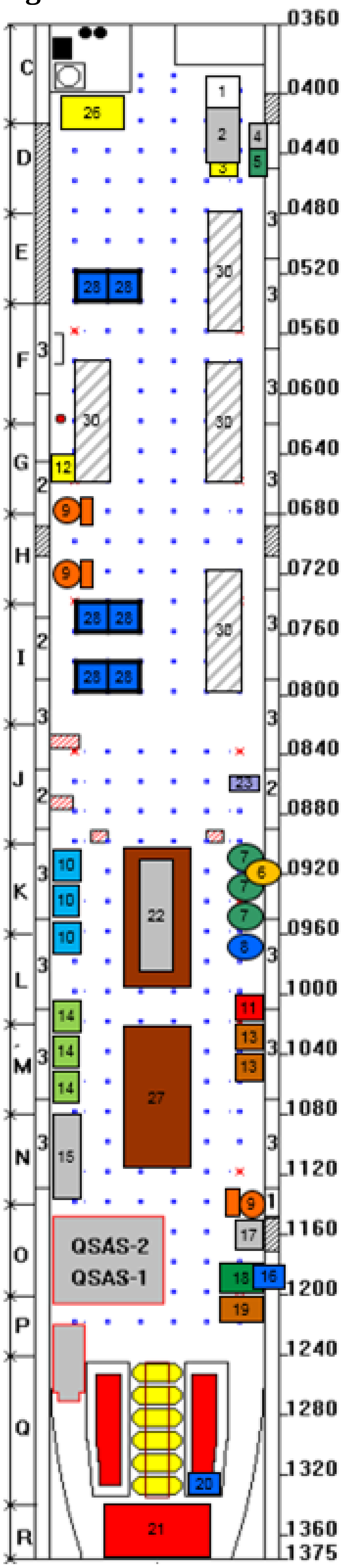
ITEM

1. **Trash Can –** Installation is at unit's option. Use plastic bags in-lieu of trash can if desired.
2. **Galley** - In general, the following items are authorized to be stowed in the galley without restraint: Food Warmer Cups, Paper Cups, Napkins, Trash Bags, Hand cleaner, Aircraft Forms, Grounding Wires, Taxi Wands, Pitot Tube Covers, Antenna Covers, Ram Air Inlet Plug, IFR Boom Nozzle Cover and Non-HAZCOM Cleaning Supplies. Additional/heavier items such as straps and shackles will be securely stowed.
3. **Nose Gear Chocks** - Mandatory due to ground evacuation considerations.
4. **Heat Socks** - Heat sock part # 200540048-10 (1 ea.) will be installed at STA 1330 (Boom POD) for all configurations. Heat socks part # 200540048-30 (3 ea.) will be installed as required at STA 610, 790, and 1060. When not in use, stow in bag hanging from troop seat rail behind galley.
5. **Passenger Demonstration Kit** - Stow in bag hanging from the troop seat rail behind galley.
6. **LPU-6/P Life Preserver (Infant Cot / Children ≤ 18 Months)** - Stow along with EPOS.
7. **Adult-Child (A/C) Life Preserver** - (60 total) Stow in A3 bags or other suitable container.
8. **Emergency Passenger Oxygen System (EPOS)** - At a minimum, 20 of the 60 total EPOS will be prepositioned with (1) in the latrine, (1) at the galley, and the remainder evenly distributed throughout the cargo compartment to satisfy oxygen requirements. Distribute additional EPOS as needed when passengers are added.
9. **F-2B 20-Person Life Raft** - Life rafts secured to aircraft mounting brackets do not require additional restraint. Rafts may be rotated 90 degrees to increase aisle space. .
10. **Tie Down Boxes (5,000lb Straps and Shackles)** - Boxes must not interfere with troop seat legs or support arms.
11. **Hydraulic Fluid Case** - 1 full case stowed under troop seats. Cardboard boxes are sufficient provided they are not torn, have holes, or are fluid soaked. Case must not interfere with troop seat legs or support arms.
12. **MX Wing Safety Harness** - May be clipped or belted into seat rail.
13. **Engine Oil Case** - 2 full cases stowed under troop seats. Cardboard boxes are sufficient provided they are not torn, have holes, or are fluid soaked. Case must not interfere with troop seat legs or support arms.
14. **Tie Down Boxes (10,000lb Chains, Shackles**, etc) - Boxes must not interfere with troop seat legs or support arms.
15. **Crew Chief Box** - Box will not exceed 58 inches in length and must fit under troop seats.
16. **Protective Breathing Equipment (PBE)** - (2 total) One stowed on flight deck and one stowed at aft emergency panel. Provides additional respiratory and eye protection for firefighting.
17. **Emergency Escape Slide** - Slide must be properly secured and orientated for proper operation.
18. **Aircrew Body Armor (Level IIIA) & Survival Carrier** - 4 Aircrew Body Armor and 4 Survival Carriers will be stowed in box.
19. **Protective Clothing Kit (PCK)** - Includes Apron, Gloves, Shears, Absorbent Pads, Plastic Bags, and Tape for HAZMAT containment/clean-up. Tie down location may be modified at unit's discretion.
20. **358-Series Mask (Quick-Don)** - (6 Total) Located at P, CP, IP, N, BO FWD and BO Boom Pod duty stations.
21. **Engine Intake & Exhaust Plugs** - Tie down location may be modified at unit's discretion but must be standard for all unit's aircraft. If secured to the O2 System rack, ensure strap does not interfere with any lines or valves.
22. **Crew Chief Ladder** - Tie down location may be modified based upon mission requirements. May be secured on top of or alongside cargo.

---------- **(Items above are required on all configurations)** ----------

23. **Gun Box** - Tie Down location may be modified at unit's discretion to meet mission requirements.
24. N/A this configuration.
25. N/A this configuration.
26. **ANG Tool Box** - Secure in accordance with T.O. 1C-135-9 or as approved by KC-135 Engineering OC-ALC DSN: 336-1868.
27. N/A this configuration.
28. N/A this configuration.
29. N/A this configuration.
30. N/A this configuration.
31. N/A this configuration.
32. N/A this configuration.
33. N/A this configuration.

Figure 1.7. KC-135 AEROMEDICAL BASELINE CONFIGURATION.



KC-135 AE BASELINE CONFIGURATION

This configuration should be used to the maximum extent possible but may be altered to meet mission specific requirements. See paragraph 1.7.

Items Stowed on Flight Deck:
2 x PCU-17/P Inflight Restraint Harness
1 x Protective Breathing Equipment (PBE)
4 x Anti-Expose Suits (if required) - Operations planners, schedulers, or crew will request Anti-Exposure Suits for any missions planned to operate above 78 degrees North or below 60 degrees South latitude. If required, prepositioned in the cockpit.

KC-135 LOAD PLANNING WORKSHEET			
DATE		AIRCRAFT TAIL NUMBER	
AIRCRAFT BASIC WEIGHT/MOMENT (CHART C)		WEIGHT	MOMENT
IN STATION	EQUIPMENT		
ADJUSTED WEIGHT / MOMENT			
Alternate Mission Equipment Section (AME) Configured By:			Date:

KC-135 AEROMEDICAL BASELINE CONFIGURATION

ITEM

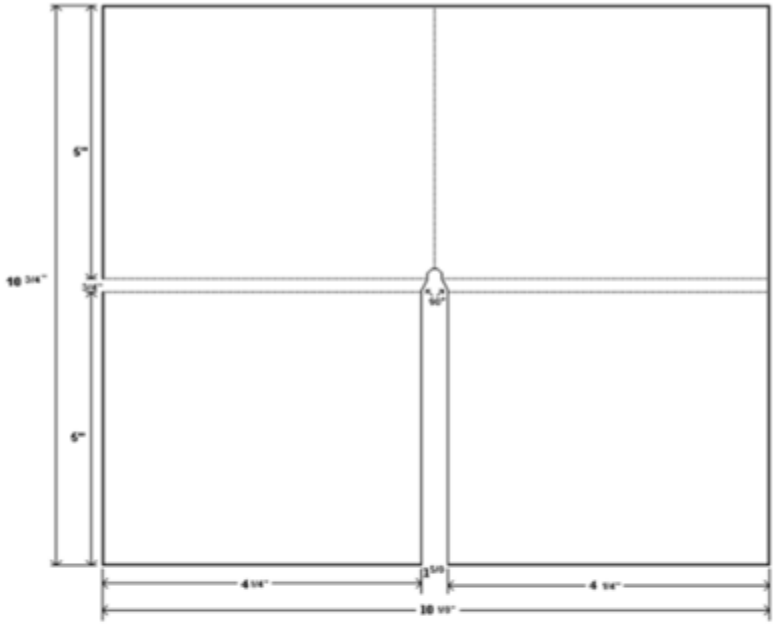
1. **Trash Can** - The location of the Trash Can and Nose Gear Chocks may be swapped or stowed together.
2. **Galley** - Relocation not required. In general, the following items are authorized to be stowed in the galley without restraint: Food Warmer Cups, Paper Cups, Napkins, Trash Bags, Hand cleaner, Aircraft Forms, Grounding Wires, Taxi Wands, Pitot Tube Covers, Antenna Covers, Ram Air Inlet Plug, IFR Boom Nozzle Cover and Non-HAZCOM Cleaning Supplies. Additional/heavier items such as straps and shackles will be securely stowed.
3. **Nose Gear Chocks** - Mandatory due to ground evacuation considerations.
4. **Heat Socks** - Heat sock part # 200540048-10 (1 ea.) will be installed at STA 1330 (Boom POD) for all configurations. Heat socks part # 200540048-30 (3 ea.) will be installed as required at STA 610, 790, and 1060. When not in use, stow in bag hanging from troop seat rail behind galley.
5. **Passenger Demonstration Kit** - Stow in bag hanging from the troop seat rail behind galley.
6. **LPU-6/P Life Preserver (Infant Cot / Children ≤ 18 Months)** - Stow along with EPOS.
7. **Adult-Child (A/C) Life Preserver** - (60 total) Stow in A3 bags or other suitable container.
8. **Emergency Passenger Oxygen System (EPOS)** - At a minimum, 20 of the 60 total EPOS will be prepositioned with (1) in the latrine, (1) at the galley, and the remainder evenly distributed throughout the cargo compartment to satisfy oxygen requirements. Distribute additional EPOS as needed when passengers are added.
9. **F-2B 20-Person Life Raft** - Life rafts secured to aircraft mounting brackets do not require additional restraint. Rafts may be rotated 90 degrees to increase aisle space.
10. **Tie Down Boxes (5,000lb Straps and Shackles)** - Boxes must not interfere with troop seat legs or support arms.
11. **Hydraulic Fluid Case** - 1 full case stowed under troop seats. Cardboard boxes are sufficient provided they are not torn, have holes, or are fluid soaked. Case must not interfere with troop seat legs or support arms.
12. **MX Wing Safety Harness** - May be clipped or belted into seat rail.
13. **Engine Oil Case** - 2 full cases stowed under troop seats. Cardboard boxes are sufficient provided they are not torn, have holes, or are fluid soaked. Case must not interfere with troop seat legs or support arms.
14. **Tie Down Boxes (10,000lb Chains, Shackles**, etc) - Boxes must not interfere with troop seat legs or support arms.
15. **Crew Chief Box** - Box will not exceed 58 inches in length and must fit under troop seats.
16. **Protective Breathing Equipment (PBE)** - (2 total) One stowed on flight deck and one stowed at aft emergency panel. Provides additional respiratory and eye protection for firefighting.
17. **Emergency Escape Slide** - Slide must be properly secured and orientated for proper operation.
18. **Aircrew Body Armor (Level IIIA) & Survival Carrier** - 4 Aircrew Body Armor and 4 Survival Carriers will be stowed in box.
19. **Protective Clothing Kit (PCK)** - Includes Apron, Gloves, Shears, Absorbent Pads, Plastic Bags, Tape for HAZMAT containment/clean-up. Tie down location may be modified at unit's discretion.
20. **358-Series Mask (Quick-Don)** - (6 Total) Located at P, CP, IP, N, BO FWD and BO Boom Pod duty stations.
21. **Engine Intake & Exhaust Plugs** - Tie down location may be modified at unit's discretion but must be standard for all unit's aircraft. If secured to the O2 System rack, ensure strap does not interfere with any lines or valves.
22. **Crew Chief Ladder** - Tie down location may be modified based upon mission requirements. May be secured on top of Baggage Bin provided a separate strap is used.

---------- **(Items above are required on all configurations)** ----------

23. **Gun Box** - Tie Down location may be modified at unit's discretion.
24. N/A this configuration.
25. N/A this configuration.
26. **ANG Tool Box** - Secure in accordance with T.O. 1C-135-9 or as approved by KC-135 Engineering OC-ALC DSN: 336-1868.
27. **Baggage Bin** - May be either 3 or 4 foot wide. See Figure **1.9** for typical baggage bin constructions and restraint.
28. **MP-2 Airline Seat** - Per T.O. 1C-135-21-WA-1, units maintain 2 Two-Person seats per aircraft.
29. N/A this configuration.
30. **Stanchion Litter System (SLS)** - Secured by AE crew upon arrival at operating location. See AFMAN 11-2AE Vol. 3.
31. N/A this configuration.
32. N/A this configuration.
33. N/A this configuration.

Figure 1.8. PATTERN OF THE BIN CLIP.

NOTE: Drawing is not to Scale. Utilize 502H34.063 aluminum for constructing braces. Weld across the 3/4-inch top seam and continue welding down the inside (90-degree) seam.



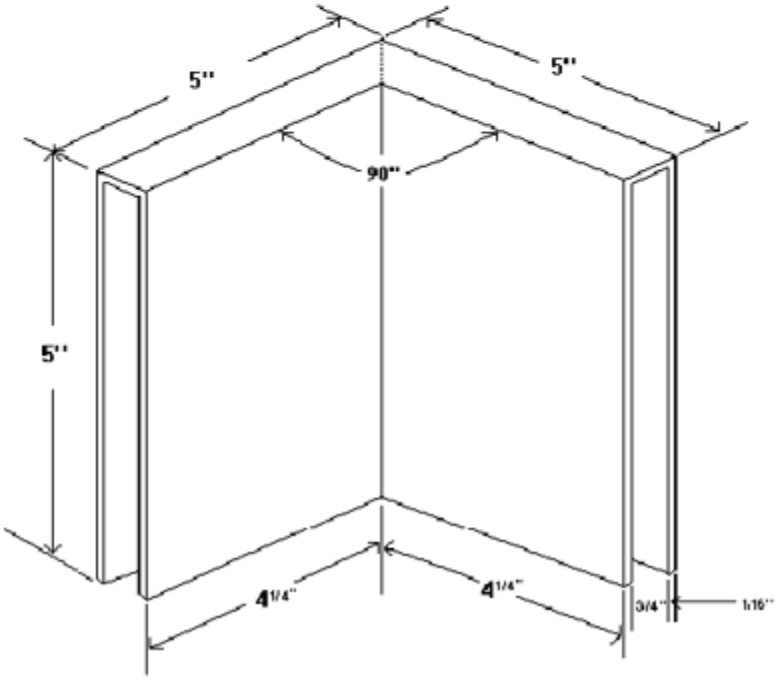
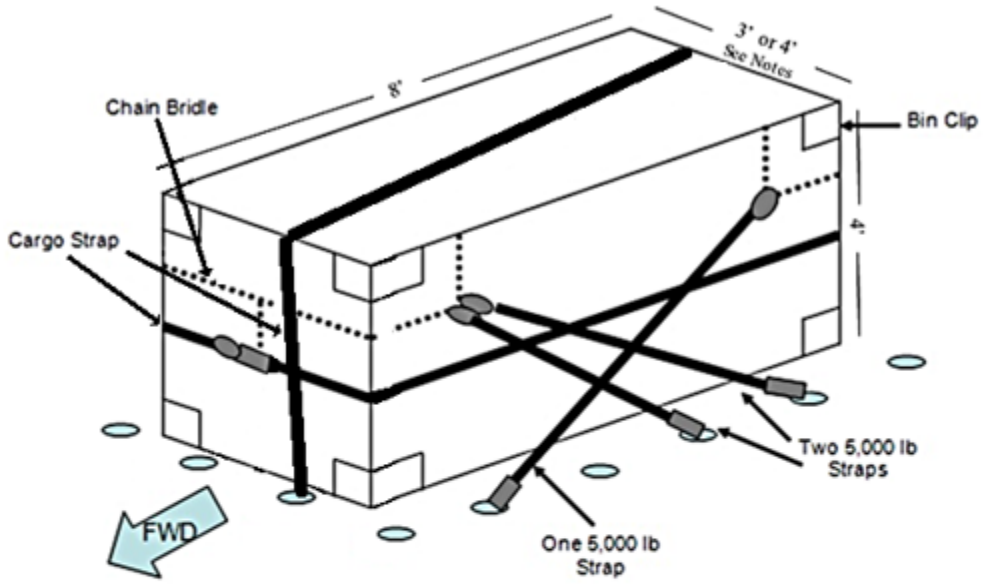


Figure 1.9. CARGO/BAGGAGE BIN.



Notes:

- **Drawing is not to scale. See paragraph 1.9. for bin sizing.**
- **This figure depicts baggage bin construction and restraint.**
- **Straps will have a minimum of 1.5 turns around the ratchet spool to prevent slippage of the strap.**
- **Use 2 straps on each side for forward restraint. Do not route a single strap around the chain bridle.**
- **Due to lack of achievable lateral restraint, limit Bin contents to 2,000lbs or less.**
- **Bottom sheet to protect the aircraft floor is optional.**
- **Chain bridle may be routed above or below the top piece. If routed below the top piece the top strap will be tightened to ensure the top piece (lid) does not slide.**

Chapter 2

INFORMATION COLLECTION, RECORDS, AND FORMS

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

2.2. Records. The program records created as a result of the processes prescribed in this publication are maintained in accordance with Air Force Manual 33-363, *Management of Records*,and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System**.**

MARK D. KELLY, Lt Gen, USAF
Deputy Chief of Staff, Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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

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

AMCI 13-520, *Mobility Nuclear Operations,* 01 February 2017

T.O. 1-1B-50, *Aircraft Weight and Balance,* 01 August 2015

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T.O. 1C-135-21-WA-1, *Equipment Inventory List,* 15 August 2018

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T.O. 1C-135-5-1, *Basic Weight Checklist, Maintenance data, Loading data, and Fuel Loading Data,* 15 October 2009

T.O. 1C-135-9, *Cargo Loading Manual*, 1 November 2009

Federal Aviation Regulation Part 121, Appendix P, *Requirements for ETOPS and Polar Operations,* 01 January 2011

Federal Aviation Regulation Part 135 Section 135.98, *Operation in the Polar Area,* 30 June 2008
AFRIMS RDS, **https://www.my.af.mil/gcss-af61a/afrims/afrims/**

Prescribed Forms

AF Form 4100, *KC-135 Load Planning Worksheet*

Adopted Forms

AFTO Form 7, *KC-135T Aircraft Refueling, Defueling and Fuel Distribution Worksheet*

AFTO Form 14, *135 Aircraft Refueling, Defueling and Fuel Distribution Worksheet*

AFTO Form 21, *KC-135R Trim Sheet*

AFTO Form 44, *Turbine Wheel Historical Record*

AFTO Form 46, *Prepositioned Aircrew Flight Equipment*

AFTO Form 95, *Significant Historical Data*

AFTO Form 132, *B-52/EC/KC/RC-135 Engine Trim and Exhaust Gas Temp Spread Check*

AFTO Form 278, *A-10 Flight Log*

AFTO Form 340, B-*52 and EC/KC/RC-135 Power Package Test Log*

AFTO Form 350, *Reparable Item Processing Tag*

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

AFTO Form 782, *In-flight Data*

AF Form 673, *Air Force Publication/Form Action Request*

AF Form 847, *Recommendation for Change of Publication*

AF Form 2414, *Verification Worksheet*

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

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

DD Form 1896, *Jet Fuel Identification Plate and DoD Fleet Servicing Air Card*

DD Form 2026, *Oil Analysis Record for All Engines*

Abbreviations and Acronyms

AFE—Aircrew Flight Equipment

AME—Alternate Mission Equipment

C2—Command and Control

CEM—Operations Group Superintendent

DV—Distinguished Visitor

EPOS—Emergency Passenger Oxygen System

MOC—Maintenance Operations Center

MPRS—Multi Point Refueling System

OPLAN—Operations Plan

PIC—Pilot in Command

QA—Quality Assurance

SPO—System Program Office

TACC—Tanker Airlift Control Center

Terms

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

Contingency Mission—Mission operated in direct support of an OPORD, OPLAN, disaster, or emergency.

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

Operations Plan (OPLAN)—A plan for a single or a series of connected operations to be carried out simultaneously or in succession, based on stated assumptions; a directive to permit subordinate commanders to prepare supporting plans and orders.