BY ORDER OF THE SECRETARY OF THE AIR FORCE

AIR FORCE MANUAL 11-2HC-130J VOLUME 3, ADDENDA A

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Flying Operations

RESCUE HC-130J CONFIGURATION/MISSION PLANNING GUIDE

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This publication implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations* and supports Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and Air Force Manual (AFMAN) 11-2HC-130J, Volume 3, *HC-130J Operations Procedures.* This publication establishes basic cargo compartment configurations, standard equipment, and locations of such equipment aboard Rescue HC-130J aircraft. It applies to all Regular Air Force, Air Force Reserve, and Air National Guard units and personnel operating HC-130J aircraft. This publication does not apply to the United States Space Force. Ensure that all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, *Records Management and Information Governance Program*, and are disposed of In Accordance With (in accordance with) the Air Force Records Disposition Schedule which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Department of the Air Force (DAF) Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all direct Supplements require routing to the OPR of this publication for coordination prior to certification and approval. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See Department of the Air Force Instruction (DAFMAN) 90-161, *Publications and Forms Management*, for a description of the authorities associated with the Submit requests for waivers through the chain of command to the appropriate

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SUMMARY OF CHANGES

This publication has been rewritten in its entirety and a complete review is necessary. Significant changes have been made to **Chapter 1** Aircrew Flight Equipment (AFE) requirements, **Chapter 3** aircraft configurations, **Chapter 4** equipment weights and **Chapter 5** Weight & balance inputs and DD FORM 365-4 instructions.

Chapter 1

POLICY

1.1. General. There are an infinite number of cargo compartment variations, configurations listed here are the most typical encountered day to day. This instruction establishes basic cargo compartment configuration along with standard equipment and equipment locations aboard HC-130J aircraft, minus any electronic modifications installed that affect weight and balance. Some HC-130J aircraft have additional equipment installed that may affect configuring the aircraft as listed. If deviations are necessary, use sound judgment and operational risk management to meet mission demands. 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, list configuration times only and do not include de-configuration times.

1.2. Responsibility. United States Air Force (USAF) units performing services on HC-130J aircraft (i.e., Maintenance, Aerial Port, and Aircrew Flight Equipment (AFE)) will configure the aircraft in accordance with this publication and as outlined in mission directives, to include equipment stowage/installation in accordance with the configuration and equipment tables. **(T-2)**

1.2.1. AFE. AFE personnel will ensure all life sustaining equipment is positioned on the aircraft to meet mission requirements in accordance with **Table 1.1**. **(T-2)**

1.2.2. Maintenance. Maintenance personnel will ensure all required and standard and mission specific equipment is positioned aboard the aircraft to meet mission requirements in accordance with **Table 2.1** and **Table 2.2**. **(T-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 will configure the aircraft (including modifications) to meet mission requirements in accordance with **Figures 3.1** thru **3.22**. **(T-2)** For the CP-2 through CP-5 configurations, the sidewall seats are 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. **(T-2)**

1.2.3. Aircrew. During preflight, aircrew will ensure required mission equipment has been provided and is properly installed. **(T-2)**

1.2.3.1. Loadmaster (LM). When the aircraft configuration is not completed prior to aircrew show time, the LM will assist in the completion of the configuration, after accomplishing required pre-departure duties (e.g., preflight, loading). **(T-2)**

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

1.3. Standard Configuration Codes. Units will use the following codes when referring to HC-130J cargo compartment configurations. **(T-2)**

1.3.1. AE - Aeromedical Evacuation

1.3.2. C - Cargo

1.3.3. CP - Cargo and Passengers

1.3.4. HSF – Human Space Flight

1.3.5. LP – PSYOPS

1.3.6. P - Passengers

1.3.7. RAPID – Infil/Exfil Equipment or Personnel

1.3.8. TAC - Tactical Airdrop Cargo

1.3.9. TAP - Tactical Airdrop Paratroop

1.3.10. RSQ – Rescue Configuration

1.4. Modifications. Configuration codes of this instruction may require modifications for a specific mission. Each modification needs to be carefully evaluated prior to mission operation to ensure maximum flight safety and aircraft equipment compatibility. Units will ensure each mission directive identifies basic configuration codes and modifications to satisfy mission requirements. **(T-2)** For example, an aeromedical evacuation mission may require more litters than available in configuration AE-1. Consult appropriate configuration charts to determine where the desired additional litters can be installed and which seats are removed. Indicate in the mission directive, by position (left or right, and number) which seats are deleted and (by alphabetical position) litter tier provisions are installed. Example: Configuration AE-1 Modification (or Mod), remove seats 12, 13, 14, and 15 left and right, install litter tier provisions C and D.

1.5. Weight and Balance.

1.5.1. Configuration equipment and necessary supply changes affect aircraft weight and balance. Maintenance units ensure the designated items shown in **Table 2.1** are on the aircraft and the LMs verify proper location, quantity, and serviceability to be included in the aircraft basic weight and remain on the aircraft except for maintenance, inspection, and when directed by this publication. **(T-2)** Maintenance Units will ensure proper equipment types, quantities and locations added to the aircraft and LMs verify and/or request appropriately the equipment listed in Tables **1.1**, **2.1**, and **2.2**. **(T-2)** The LM will enter the weight contained in the required equipment table for the applicable configuration in the Communications/Navigations/Identification-Management Unit (CNI-MU) and when preparing the Department of Defense Form (DD Form) 365-4, *Weight and Balance Clearance Form F – Transport/Tactical* (or equivalent). **(T-2)** Adjustments are made when the actual on board weight of these items vary from the data shown. LMs will input weight and moments of the aircraft armor (**Table 4.8**) in the CNI-MU if armor is installed on the aircraft when not on the DD Form 365-3 Chart C or in other than its designated location, i.e., paratroop door armor moments need to be re-calculated when the armor is removed and stored elsewhere for paratroop door access. **(T-2)** LMs will complete the weight and balance forms in accordance with instructions in **Chapter 5**. **(T-2)**

1.5.2. When a configuration change that removes items listed in **Table 2.1** is accomplished at a Forward Operating Location (FOL) and no Quality Assurance (QA) Branch weight and balance authority is deployed to the location, maintenance personnel will put an 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. **(T-2)** The LM will add or subtract the listed weight and moment from the last entry in the DD Form 365-3, *Weight and Balance Record, Chart C - Basic*. **(T-2)** 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 show and aircraft armor may be annotated on the DD Form 365-4, by the LM.

1.6. Revisions. All revisions consist of electronic interim change (IC) or new publication. Personnel at all echelons are encouraged to make recommendations to improve this instruction. Direct proposed changes to ACC/A3J in accordance with AFMAN 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*, and AFI 11-215, *Flight Manuals Program*.

1.7. Supplements. Subordinate unit supplements to this instruction that change the basic policies, procedures, or formats prescribed herein are prohibited. **Exception:** Groups may supplement **Table 2.2** with additional items. They may also supplement **Chapter 3** with specified configuration modifications to accommodate theater unique requirements or training configurations.

1.8. Aircrew Life Sustaining Equipment Configuration. HC-130J aircraft are configured with standard quantities of aircrew life sustaining equipment (ALSE) in accordance with this instruction. Units will configure aircraft as listed in **Table 1.1**. **(T-2)**

1.8.1. During aircraft contingency/deployment generations, it is imperative that aircraft deploy with the full complement of ALSE. Units must ensure this equipment is at forward operating locations to allow maximum mission flexibility when aircraft are away from home station. **(T-2)** In the event installed ALSE inspection dates expire while the aircraft is on alert status or away from operating location, place these items in the AFTO Form 781A on a red dash symbol until the aircraft goes off alert or returns to operating location. When aircraft is released from alert or returns to operating location, upgrade the symbol to a red X in accordance with Technical Order (TO) 00-20-1 *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*.

1.8.2. Aircraft Transfer Requirements. When transferring aircraft, position ALSE in accordance with permanent transfer configuration. The losing unit will contact the gaining organization's AFE section and initiate transfer of required aircraft-installed ALSE and inspection records. **(T-2)** The gaining organization will conduct an acceptance inspection and forward a copy of discrepancies, to include any equipment shortages, to their respective MAJCOM in accordance with TO 00-20-1. **(T-2)** 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) Note:** Transfers of aircraft from the Air Reserve Component to the Regular Air Force must comply with Department of Defense Instruction (DoDI) 1225.06, *Equipping the Reserve Forces*, and AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination*.

1.8.3. ALSE Stowage Bins. ALSE may be placed in stowage bins or stowed elsewhere for aircraft CG limitations. Handle ALSE with care to avoid damage to the equipment. The primary purpose of all life support stowage bins is for ALSE. Aircrew/maintenance will not place oil, hydraulic fluid or other liquids in the stowage bins. **(T-2)**

1.8.4. Units or services being airdropped will furnish the required number of life preservers for airdrop of personnel over or near bodies of water. **(T-2)** Wear of flotation devices is in accordance with user service directives.

1.8.5. For inter- and intra-command transfer of aircraft, position AFE equipment on each aircraft in accordance with permanent transfer configuration. Units gaining transferred aircraft, including Periodic Depot Maintenance (PDM) aircraft, will contact the losing organization's AFE section and initiate transfer of required aircraft-installed AFE equipment and inspection records. The gaining AFE organization will conduct an aircraft acceptance inspection and forward a copy of discrepancies, to include any equipment shortages, to their respective MAJCOM in accordance with TO 00-20-1. Do not transfer aircraft with less than the required equipment. The losing organization will make up any necessary shortages from on-hand assets to ensure transferring aircraft has required equipment.

Table 1.1. Aircraft Installed Aircrew Life Sustaining Equipment Configuration[9].

Equipment Type	Routine	Contingency	PDM	Transfer	Location
Mask, 358-series, w/goggles or Full Faced	7	7	2	5	5 on Flight Deck, minimum 2 in Cargo Compartment
Emergency Passenger Oxygen System (EPOS)[5]	10	60	0	80	A/R
Harness, Restraint, PCU-17/P with safety strap, HBU-6/P	5	5	2	5	One on the Flight Deck, remaining harness(es) in cargo compartment
Kit, Protective Clothing (PCK)	1	1	0	1	A/R
Parachute, BA-30[3]	7	7	A/R	7	A/R
Kit, Survival, ML-4[2]	7	7	A/R	7	A/R
Life Preserver LPU 10/P[1]	7	7	A/R	7	A/R
Suit, Anti-Exposure[4]	7	7	A/R	7	A/R
Life Raft, 20-Person (AC-20)[1, 8]	2	3	4	4	A/R
Life Preserver Adult/Child (A/C)[1]	10	60	0	80	A/R
Life Preserver, Infant Cot[1]	4	4	0	4	A/R
Kit, Passenger Demonstration	1	1	0	1	A/R
Aircrew Survival Backpack (ASB)/Minimum Survival Kit (MSK)[6]	2	2	1	1	One on Flight Deck, one in Cargo Compartment
Sea Rescue Kit, MA-Series[7]	1	1	0	1	A/R

Protective Breathing Equipment (PBE)	5	5	2	5	A/R

NOTES:

1. For over-water missions: All personnel on board during will have a suitable flotation device. Children less than 18 months old use an infant cot LPU-6/P. Inflate infant cots inside the aircraft prior to use. A blanket/other material may be placed in the bottom of the cot along with any necessary food items. Passengers are limited by total life raft capacity.
2. Aircraft will be equipped with one ML-4 kit for each parachute on board. See AFMAN 11-2HC-130J V3 for exception.
3. Aircraft will be equipped with one parachute for each aircrew member occupying a primary crew position.
4. Anti-Exposure suits are required when over water or beyond power off gliding distance from land and the water temperature is 60 degrees Fahrenheit (F) or below.
5. At a minimum, each aircraft shall have one EPOS per passenger regardless of altitude. EPOS will be made immediately accessible to passengers.
6. Aircraft will be equipped with one Aircrew Survival Backpack for every 4 aircrew members.
7. Sea Rescue Kits may be removed or additional kits may be added as required based on operational requirements.
8. 46-person Life Rafts may be used in lieu of AR-20 Life Rafts. If used, two 46-person Life Rafts will be installed for Routine and Contingency configurations, adjust passenger limits accordingly. Only 20-person Life Rafts will be used for Transfers. **(T-2)**
9. The Aircraft Commander may increase equipment quantities based on mission needs and risk assessments. AFE units will maintain baseline quantities of equipment to ensure max load configuration is possible (e.g. Transfer, Contingency). ACC/A3J is the approval authority for reducing equipment quantities based on mission needs and risk assessments.

Chapter 2

CONSOLIDATED EQUIPMENT TABLES

2.1. General. Maintenance units will configure all models of the HC-130J aircraft with the equipment listed in **Table 2.1**. **(T-2)** Aircrew units will verify proper equipment and configurations. Items listed in **Table 2.2** Mission Specific Equipment, are added, as necessary, to attain a specific configuration and/or comply with mission directives. The aircraft will be configured with all required equipment prior to deployment to support contingencies, PDM input and for transfer for assignment. **(T-2)**

2.1.1. Maintenance personnel will ensure any added mission specific equipment is removed at conclusion of sorties necessitating the additions. **(T-2)**

2.1.2. The returning aircraft LM is responsible for ensuring the aircraft is returned to a clean, operable configuration according to this Publication. RSQ-1 configuration, modified with rollers stowed, should be considered a standard operable configuration.

2.1.3. Deviations to paragraphs **2.1.1** and **2.1.2** are authorized to facilitate follow-on mission profiles.

Table 2.1. HC-130J Standard Equipment.

Equipment	Quantity	Location
Aerial Delivery System Pendulum Pivot Arm Cover	1	Stowed on Pivot Arm.
Air Conditioning Plugs	2	Secured A/R when not installed.
Anchor Cable w/ Reels	4	Two cables installed in cargo compartment and two cables w/ four reels are stowed at FS 891 left/right side.
Anchor Cable Support Braces	4	Stowed aft of ramp control panel.
Auxiliary Power Unit Exhaust Plug	1	Secured A/R when not installed.
Auxiliary Ground Loading Ramps (Gen IV modified)[2]	2	Stowed in bin in cargo door.
AVFUEL, Ident-a-Plate Card	1	Stowed in Single Point Refueling door or in Aircraft Forms binder.
Axe, Hand Emergency	2	As prescribed by the -1 flight manual.
Belt, Seat Safety	92	Installed/stowed with each seat aboard the aircraft. 2 sets per two-man seat, 1 set per one-man seat.
Black-Out Kit, Window Covers)	1 per window	Stowed near window or A/R.
Broom	1	Stowed A/R.

Cargo Door, Downlocks	2	Stowed in overhead equipment rack, or A/R.
Container Delivery System (CDS) safety clevis[6]	4	Stowed in a pouch under the Multi-Function Control Display (MFCD).
CDS safety clevis shear pins[6]	12	Stowed in a pouch under the MFCD.
Chain, Tiedown 10K LB	34	Stowed in bins aft of ramp hinge on the left side.
Chain, Tiedown 25K LB	6	Stowed in container aft of latrine.
Crank, Main Landing Gear and Flap - Emergency	2	Stowed forward of each wheel well.
Device, Tiedown 10K LB	34	Stowed in brackets @ FS 245, 790 left side, and 925 right side.
Device, Tiedown 25K LB	6	Stowed in brackets aft of latrine.
Ear Plugs	1 (box)	Stowed A/R.
Engine, Oil (case)	1	Stowed A/R.
Engine Intake/Exhaust Plugs	4/4	Stowed A/R when not in use.
Equipment	**Quantity**	**Location**
Extinguisher, Fire	4	As prescribed in the -1 flight manual.
Fluid, Hydraulic (case)	1	Stowed in cargo net stowage box aft of the Auxiliary Hydraulic Pump.
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.
Grounding Wires	2	Stowed A/R, when not in use.
Interphone cord	9	Flight Deck: 1ea. at pilot, co-pilot, center console, CSO and additional crew member stations Cargo Compartment: two 75-foot cords and two 100-foot cords. At each interphone station A/R.
Jack and Tow Fittings	2	Stowed in cargo door
Jack Pads	1	Stowed on bulkhead @ FS 245
Jugs, Coffee/Water	2	Galley
Jump Platforms, Paratroop (set)	1	Stowed A/R, when not in use.
Kit, First Aid (Aeronautical)	12	Two on flight deck, 10 stowed in cargo compartment
Ladder, Emergency Escape	1	Installed over water flights beyond glide distance to land (cargo permitting).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 (Green, Yellow, Red)	2	Stowed, one each w/lens kit aft of wheel well on each aircraft sidewall.
Latrine Curtain	1	Configured for use or stowed in cargo door storage bins.
Life Rafts[3, 4]	3	Stowed as prescribed in the -1 flight manual.

Onboard Life Support Equipment Stowage Rack	3	Forward of both wheel wells.
Light, Emergency Exit w/ NVIS Filter.	8	Stowed as prescribed by the -1 flight manual.
Liquid Container, Emergency[5]	8	Installed in accordance with the -1 flight manual.
Litter Support Brackets	296	Four installed on each outboard litter track and support strap. Five installed on each side of center seat and litter stanchion and litter strap.
Litter Track (paratroop door(s))	2	Stowed left/right side FS 870.
Litter Straps (Outboard)	12	Attached to overhead supports and stowed in bags alongside walls, or in bins near ceiling.
Litter Straps (Inboard)	20	Attached to overhead supports and stowed in bags alongside walls, or in bins near ceiling.
Lock assembly, Main Landing Gear	2	Stowed in the cargo door.
Equipment	**Quantit**	**Location**
Locking Kit, Ground Security (AS-6BK pins acceptable)	4	1 for each side emergency escape hatch, and 1 for each paratroop door stowed A/R.
Main Landing Gear, Emergency Tiedown Fixture	2	Stowed under the MFCD.
Oven, Microwave	1	Galley
Oxygen Bottle (O2), Walk Around (Type MA-1)	4	Stowed as prescribed in the -1 flight manual.
Pallet Restraint, Locking Pins	6	Stowed in pouch under the MFCD.
Paratroop Door, Scanner Seats	2	Installed on each paratroop door.
Paratroop Retriever Bar	1	Stowed behind litter stanchion aft of right wheel well
Pitot Covers	2 (sets)	Stowed A/R, when not in use.
Quick Disconnects, Static Line Retriever	6	Stowed in the cargo door.
Ramp Air Deflectors	2 (A/R)	Installed on cargo ramp.
Ramp Support (any version)	1	Stowed A/R.
Rings, Tiedown 25K LB Capacity	4	Stowed in the cargo door.
Roller Extensions, CDS	4	Stowed in the cargo door.
Rope, Emergency Escape	3	Stowed as prescribed in the -1 flight manual.
Seat Support Brackets, Wheel Well	16	Stowed on rack forward of right wheel well.
Seat Support, Wheel Well (Upper)	2	Installed left and right wheel well area.
Seat back Support Beams, Center Aisle (Upper)	8	Stowed in forward cargo compartment FS 397 left and right side and; FS 380 right side.

Seat back Support Beams, Center Aisle (Lower)	8	Stowed forward of each troop door at FS 655 left/right side.
Seat back/Beam Support (Extensions)	2	A/R
Snatch Block, Portable Winching, 13K LB capacity	2	Stowed in the cargo door.
Stanchions (Litter/Seat)	8	Stowed in forward cargo compartment at FS 260.
Straps, Tiedown 5K LB[1]	40	Stowed in the racks at FS 370-420 left side, remainder in cargo door. Straps removed for local training missions will not fall below levels required for restraint of loose equipment.
Straps, Tiedown 10K LB[1]	24	Stowed in Cargo Door when not in use.
Static Line Retriever Line, Extension - 54”	2	Stowed in the cargo door.
Sun Visor(s)	2	Stowed above pilot/copilot side windows.
Technical Publications (G-file)	1 Set	Stowed as loose equipment in accordance with TO
Tool Box, Maintenance	1	Tool box (if installed) will be secured per TO 1C-130(H)J-9
Towed Parachutist Retrieval System (TPRS)	2 (sets)	Stowed in cargo door, 1 set covers one paratroop door (one or two anchor cable lines installed).
Troop Seats, One-Man[7]	4	Stowed in accordance with TO 1C-130(H)J-9.
Troop Seats, Two-Man[7]	44	Ten seats installed forward of the wheel well, four seats installed aft of wheel well, sixteen seats stowed forward of the wheel well under the installed seats. Eight seats stowed aft of the wheel well under the installed seats. (Six seats stowed behind the litter tracks on the right side at FS 350).
Wheel Chocks	4	Secured A/R when not in use.
Winch Assist Beam	1	Stowed in cargo door.
Winch, Static Line Retriever	2	Installed at bulkhead FS 245, left and right side
Wrench, Main Landing Gear, Emergency Extension	1	FS 430
Y-Cable Assembly, Static Line	2	Stowed in the 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 tiedown equipment required will include enough equipment to secure the landing gear in an emergency as well as secure all cargo and loose equipment. When at home station and additional equipment is added, QA will update the *DD Form 365-3, Chart C, Basic Weight and Balance Record.* If deployed to a forward operating location (FOL) or QA is unavailable to update the *DD form 365-3, Chart* C. The Loadmaster will update weights in accordance with **paragraph 1.5** of this Publication.
2. The minimum number of ground loading ramps required. More ramps will be added as required that will safely and effectively execute the planned mission. The Generation IV ramps are the only type authorized for an Infil/Exfil configuration (5). A full set of Canary Slides (3) may be used in lieu of the Gen IV loading ramps.
3. Minimum life support equipment required in accordance with *AFMAN 11-301V2*.
4. The number of raft spaces dictates the total number of personnel (crew and passengers) that may be on the aircraft for over-water missions. E.g., if you have two 46 man rafts installed, you can only have 92 personnel, including crew, on board for over-water missions.
5. All two-gallon emergency water containers will be stored empty. If mission or deployment requirements dictate, containers will be sanitized and filled with potable water by support personnel. Annotate in the *781K* that "emergency water containers are full". After the mission/deployment, sanitize and dry containers then reinstall them. When the water containers are filled, the *DD Form 365-3, Chart C, Basic Weight and Balance Record* will be updated to reflect the added weight. (See **paragraph 1.5.** of this publication.)
6. These items may be removed and maintained in the CDS airdrop kit within the squadron.
7. Number of seats required depends on mission requirements. Ensure there are enough seats onboard to complete mission.

Table 2.2. HC-130J Mission Equipment.

Equipment	Quantity	Location
Aircraft Protective Armor Kit	1	Required on combat/contingency missions. Stowed in accordance with **Table 4.8**
Binoculars (Pair)	2	Mission requirements dictate, stored in accordance with Local Directives.
Black-Out Kit, Window Covers	1 per window	Stowed near window or A/R.
Buffer Stop Assembly (BSA) (or Expendable Buffer Stop assembly (EBSA))	1(1 or 2)	As required, for CDS airdrop missions in accordance with TO 1C- 130(H)J-9 (and 3-3.HC-130 for the EBSA)
Canary Slide Ramps	A/R (1 set)	As required, installed or stowed in accordance with TO 1C- 130(H)J-9.
Equipment	**Quantity**	**Location**

Container Delivery System (CDS) Kit	1	Required on CDS Missions.
Extraction Parachute Jettison System (EPJS)	1 set	As required on Heavy Equipment airdrop missions in accordance with TO 1C-130(H)J-9.
FARP Equipment	A/R	As required.
Flares, Parachute, LUU-2/4/B	In accordance with Local Directives	Stowed as loose equipment in accordance with TO 1C-130(H)J-9 and Local Directives.
Flares, Parachute, LUU-19/AB	In accordance with Local Directives	Stowed as loose equipment in accordance with TO 1C-130(H)J-9 and Local Directives.
HALO Kit (O2 Console/Hose Extensions)	1	Required on personnel airdrop in accordance with AFMAN 11-2HC-130JV3, Console installed in accordance with TO 1C-130(H)J-9.
Hazardous Material Spill Kit	1	Stored in accordance with Local Directives.
HERP Tool Kit	1 (A/R)	in accordance with Local Directives.
Joint Precision Aerial Delivery System (JPADS) Maintenance Kit	A/R	Required on JPADS/Improved Container Delivery System (ICDS) airdrop missions. All aircraft equipment will be configured in accordance with Installation Manual for the JPADS Mission Planner Mission Support Equipment for the HC-130J. A JPADS kit includes: GPS Re-transmission Kit and UHF Drop Sonde Receiver Sub-system.
220 ft. Interphone Chord/Wireless Communication System	A/R	Communications capability required for FARP Tanker operations.
JPADS Aircrew Kit	A/R	Required on JPADS/ICDS missions. The aircrew kit includes: the High Altitude Airdrop Mission Planning Kit and the required additional oxygen equipment (e.g.,O2 bottles and/or hoses).
Loadmaster (LM) Tool Kit	1	Stowed as loose equipment.
Message Container	1	In accordance with Local Directives
Message Streamers	3	In accordance with Local Directives
Mission Kit	1	In accordance with Local Directives, secure as loose equipment in accordance with TO 1C-130(H)J-9.
Pry Bar	A/R	Stowed as loose equipment in accordance with TO 1C-130(H)J-9.

Ramps, Truck Loading	2	Mission requirements dictate, stowed as loose equipment in accordance with TO 1C-130(H)J-9.
Equipment	**Quantity**	**Location**
Sea Dye, AN-M59	In accordance with Local Directives	Stowed as loose equipment in accordance with TO 1C-130(H)J-9 and Local Directives.
Sea Marker Lights	3 minimum	In accordance with Local Directives Local Directives
Smokes, MK 58 Mod 1	In accordance with Local Directives	In accordance with Local Directives Local Directives.
Smokes, MK 25 Mod 3/5	In accordance with Local Directives	In accordance with Local Directives Local Directives.

NOTES:

- 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 at home station and additional equipment is added, QA will update the *DD Form 365-3, Chart C, Basic Weight and Balance Record.* If deployed to a forward operating location (FOL) or QA is unavailable to update the *DD form 365-3, Chart C* the Loadmaster will update weights in accordance with **paragraph 1.5** of this publication.

Chapter 3

FLOOR PLANS AND REQUIRED EQUIPMENT WEIGHT AND BALANCE DATA

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

3.2. Configuration. Although basic configuration modifications are authorized (e.g., configured for airdrop on aircraft right in RSQ-1 instead of aircraft left) to meet special requirements, the following factors require consideration:

3.2.1. Single sidewall seats cannot 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-3)**

3.2.3. Parachutes are carried in accordance with **Table 1.1** When passengers/troops are carried with parachutes on board aircraft without ALSE bins, up to four seats will not be available in the cargo compartment.

3.2.4. The normal spacing for paratroopers is 24 inches; adjust spacing as mission dictates. Aircraft without accommodations for 24-inch spacing may be configured in 20-inch spacing. **(T-3)**

3.2.5. Cargo height in pallet positions one and two may be restricted if overhead equipment rack(s) protrude into the cargo area. The loadmaster will ensure this restriction is 76 inches and begins 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.

3.2.6. Changes in configuration may affect the overall aircraft center of gravity (CG). **Note:** The addition of aircraft defensive systems, Kevlar®, and other modifications produces a center of gravity requiring counter adjustments of the load center of balance within TO 1C-130(H)J-1 limits. Weights for aircraft armor and aircraft defensive systems is in Table **4.8** and **4.9** Aircraft modifications will be listed in aircraft forms if not accounted for in DD Chart 365-3 Chart C weight. **(T-2)**

3.2.7. This chapter's drawings are not drawn precisely to scale with respect to actual aircraft locations. Clear space depicted forward of the first center aisle seat and between Fuselage Station (FS) 693 and FS 733 on TAP-1 configuration will remain free of obstructions. **(T-3)** **Note**: Center aisle seats begin at the first seat stanchion point FS 262

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

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

3.2.10. Stow seats 1 and 2, left side, to allow unrestricted flight deck/crew entrance door access when the seats are not needed to accomplish a specific mission. **(T-3)** Seats 1 and 2, right side are usually stowed to account for equipment storage.

3.2.11. Configuration seat totals include seats designated for LMs. If LM crashworthy seat use is planned, 2 crew seats are traded for 2 passenger seats for most configurations. These seats are not shown installed in the configuration illustrations.

3.2.12. ECHS lock/seat stanchion locations are provided in **Table 4.10**.

3.2.13. Aeromedical evacuation (AE) configurations. Medical Crew Directors (MCD) and Charge Medical Technician (CMT) will determine final litter equipment configuration and aeromedical evacuation crewmember (AECM) seating. **(T-2)**

3.2.13.1. AECM seat locations may vary based on patient/cabin observation requirements. Overhead equipment racks, missile defense system modifications, and secure voice communications system decrease litter capacity in litter tiers adjacent to their installation. Up to six seats are mandatory for AECM's/LM(s) depending on crew complement. Seats are numbered for identification from front to rear and are referred to as seat 1-left, or seat 1-right, etc.

3.2.13.2. Litter tiers are identified alphabetically and litter spaces identified numerically from lowest (1) to highest (5). On litter tier configuration illustrations, the number in parentheses indicates total litters per tier.

3.2.13.3. LMs and Mission Essential Personnel (MEP) may use swiss-seats/restraint devices on AE/Medical Evacuation (MEDEVAC) missions as mission requirements/litter positions dictate, however a designated seat shall be available to provide seating in the event of an emergency. Roller conveyers should 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) will stowed in a location to prevent contact with fuels or hydraulic fluids. **(T-3)**

3.2.13.4. Five portable oxygen bottles/PBEs will be available for AE personnel on AE configurations. **(T-3)**

3.2.14. Aircraft Commander will ensure aircraft protective armor is added as needed, included on CNI-MU (if not included on aircraft basic weight), and documented into Ref. 7 of the DD Form 365-4 (or equivalent). **(T-2)**

3.2.15. The actual amount of passengers/litter patients/paratroopers and cargo allowed onboard may vary as determined by aircraft center of gravity limitations. The aircraft CG is computed after every configuration change prior to the next flight except when downloading to an empty aircraft.

3.2.16. When seating passengers next to cargo, consider 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. Do not seat passengers next to cargo for widths 97 inches or greater. **(T-3)** 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, the loadmaster will not seat passengers in the wheel well. **(T-3)**

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. **(T-2)** However, the loadmaster will ensure life preservers, as indicated in applicable configurations, are still provided as required to cover emergency ditching operations. **(T-3)**

3.4. Crew/Passenger/Troop Drinking Water. Each basic configuration provides for an adequate amount of drinking water. For example, a two-gallon water container will always be provided; and for missions requiring more water in accordance with **Table 5.3**, additional containers are available. **Table 5.3** is provided to assist in determining water quantities. However, the table is not provided as an absolute requirement and should not be used to cause mission delay or refusal to airlift passengers. At no time will a mission be flown with no water on board. **(T-2)** **Note:** When deploying to an austere environment or locations where a potable water source is unavailable, ensure a sufficient amount of water is onboard to complete the mission.

3.5. Configuration Floor Plans. Configuration floor plans are depicted on **Figure 3.1** through **Figure 3.22**.

Figure 3.1. CONFIGURATION AE-1 (Aeromedical).

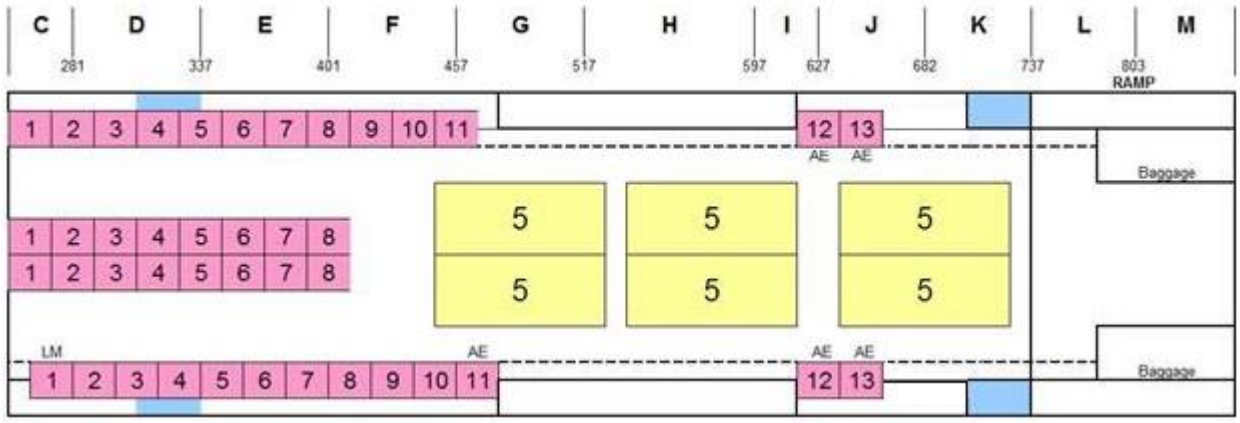

Table 3.1. CONFIGURATION AE-1, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
ADDITIONAL EQUIPMENT			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R
Ramp Support	1		A/R
Blackout Kit	1		A/R

NOTES:

- Normally provides 30 litter spaces, 35 patient/passenger seats, and 7 crew seats (seat belts on 20-inch centers). The number of aeromedical evacuation crewmembers governs the number of seats available. Seats 14 and 15 on each side of cargo compartment are not available with LM crashworthy seat installed.
- Seats 1 and 2-left will be stowed when they are not specifically requested for the mission.
- Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.
- 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.
- Cargo may be loaded with concurrence of medical director.
- The number in the litter spaces indicates maximum number of litters per tier.
- Time to configure is 2 persons, 1-1/2 hours.

Figure 3.2. CONFIGURATION AE-2 (Aeromedical).

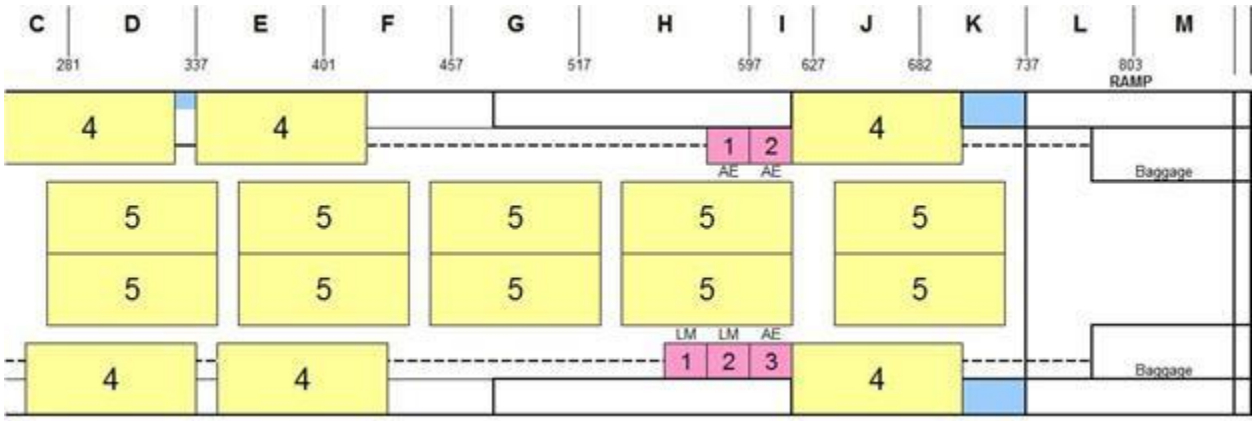

Table 3.2. CONFIGURATION AE-2, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
ADDITIONAL EQUIPMENT			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R
Blackout Kit	1		A/R
Ramp Support	1		A/R

NOTES:

- Normally provides 74 litter spaces and 5 crew seats. The number of aeromedical evacuation crewmembers governs the number of litters available.
- Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.
- 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.
- 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.
- The number in the litter spaces indicates maximum number of litters per tier.
- Cargo may be loaded with the concurrence of the medical crew director.
- Time to configure is 2 persons, 2 hours.

Figure 3.3. CONFIGURATION AE-3 (Aeromedical).

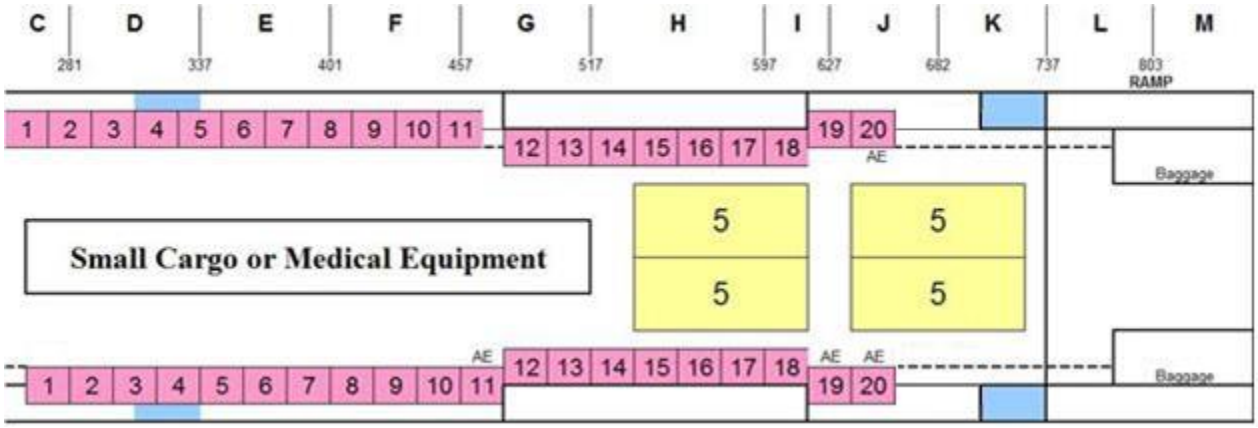

Table 3.3. CONFIGURATION AE-3, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
ADDITIONAL EQUIPMENT			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R
Ramp Support	1		A/R
Blackout Kit	1		A/R

NOTES:

- Normally provides 20 litter spaces, 34 patient/passenger seats, and 4 AE crew seats (seat belts on 20-inch centers). The number of aeromedical evacuation crewmembers governs the number of seats available. Seats 21 and 22 on each side of cargo compartment are not available with LM crashworthy seat installed.
- Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.
- 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.
- Time to configure is 2 persons, 1-1/2 hours.

Figure 3.4. CONFIGURATION AE-4 (Aeromedical).

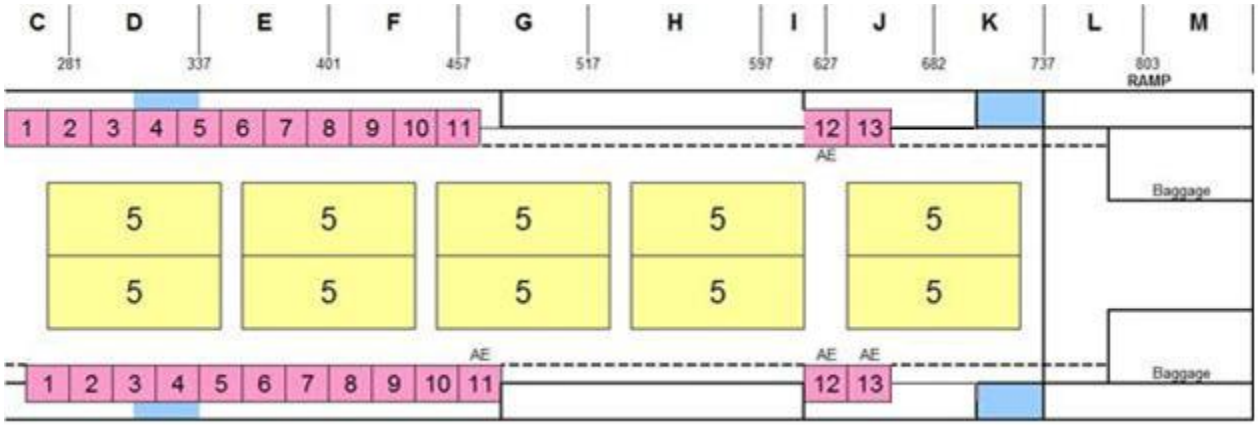

Table 3.4. CONFIGURATION AE-4, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
Additional Equipment			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R

NOTES:

- This is a standard combat/contingency configuration and normally provides 50 litter spaces, 20 patient/passenger seats, and 4 AE crew seats. The number of AE crewmembers govern seat availability. Seats 14 and 15 on each side of cargo compartment are not available with LM crashworthy seat installed.
- Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.
- 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.
- Time to configure is 2 persons, 2 hours.

Figure 3.5. CONFIGURATION C-1 (Cargo).

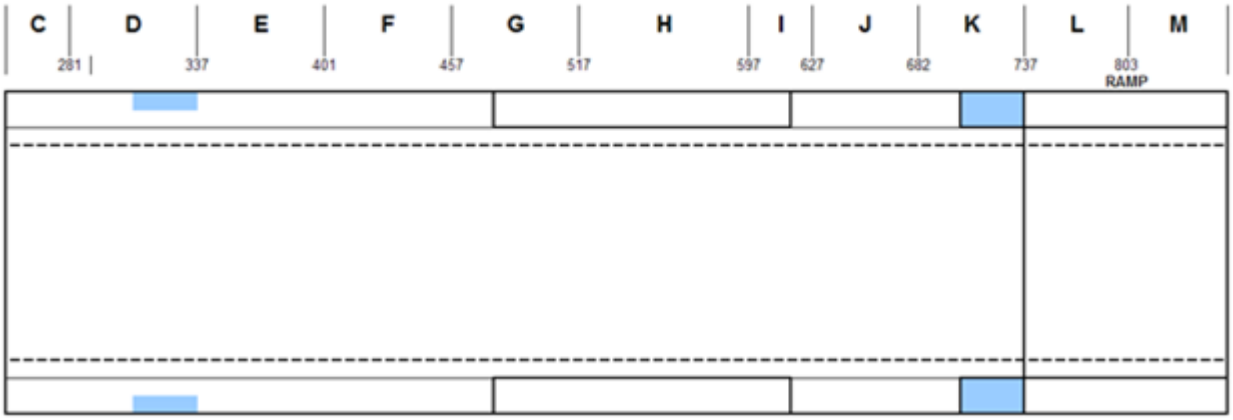

Table 3.5. CONFIGURATION C-1, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp Support	1	85	A/R

NOTES:

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

Figure 3.6. CONFIGURATION C-2 (Cargo).

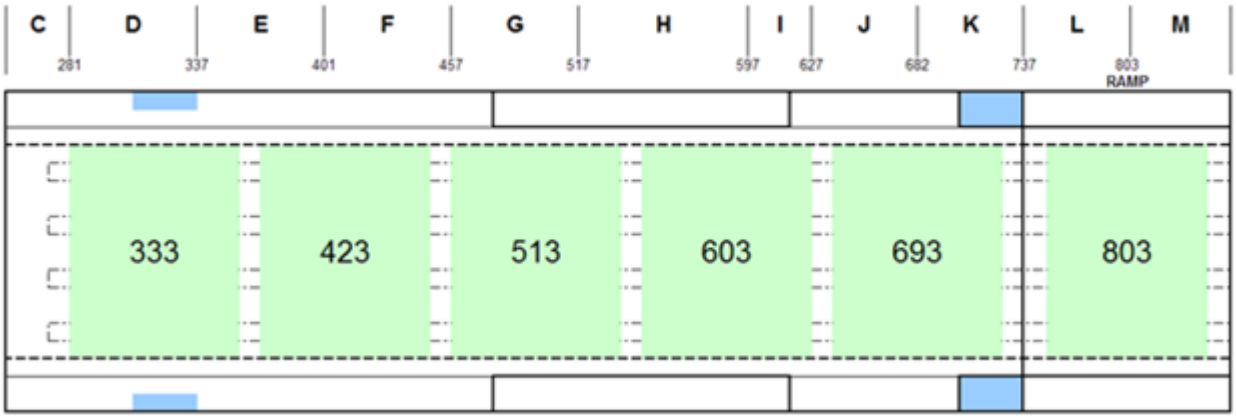

Table 3.6. CONFIGURATION C-2, CNI-MU Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Refer to **Table 1.1**	A/R		
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp Support	1	85	A/R

NOTES:

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

Figure 3.7. CONFIGURATION P-1 (PAX).

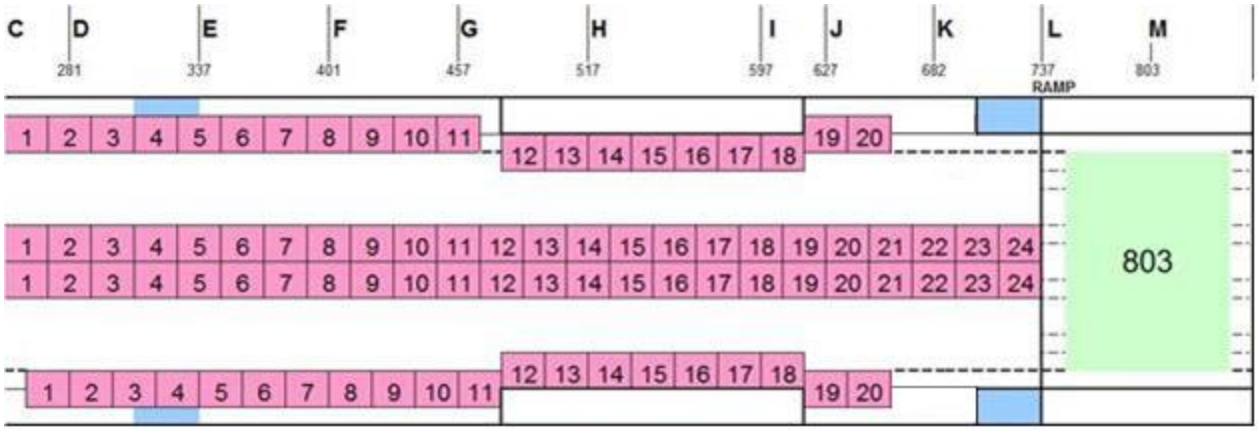

Table 3.7. CONFIGURATION P-1, CNI-MU Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**

Refer to **Table 1.1**	A/R		
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp Support	1	85	A/R

NOTES:

- Eighty-eight sidewall and center aisle seats (seat belts on 20-inch centers); 86 seats are offered with a baggage pallet in the number six pallet position. Seats 21 and 22 on each side of cargo compartment are not available with LM crashworthy seat installed.
- Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
- Floor roller conveyors will be stowed.
- For overwater flights, the maximum amount of passengers is dependent on the amount of space available in the life rafts.
- Time to configure is 2 persons, 2 hours.

Figure 3.8. CONFIGURATION CP-1 (Cargo/PAX).

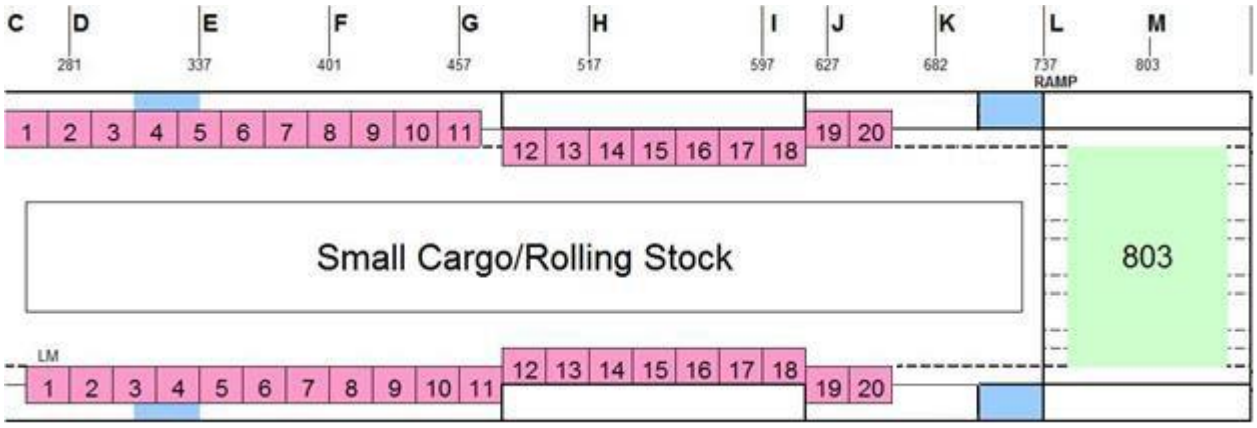

Table 3.8. CONFIGURATION CP-1, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp Support	1	85	A/R

NOTES:

- Forty sidewall seats (seat belts on 20-inch centers); 38 seats are offered with a pallet in the number six pallet position. Center aisle seats may be installed as required. Seats 21 and 22 on each side of cargo compartment are not available with LM crashworthy seat installed.
- Cargo space limited to small cargo/rolling stock. See paragraph 3.2.16. for cargo width limitations.
- Seats are numbered for identification and will be referred to as seat 1-left or seat 1-right, etc.
- Floor roller conveyors will be stowed.
- Time to configure is 2 persons, 1 hour.

Figure 3.9. CONFIGURATION CP-2 (Cargo/PAX).

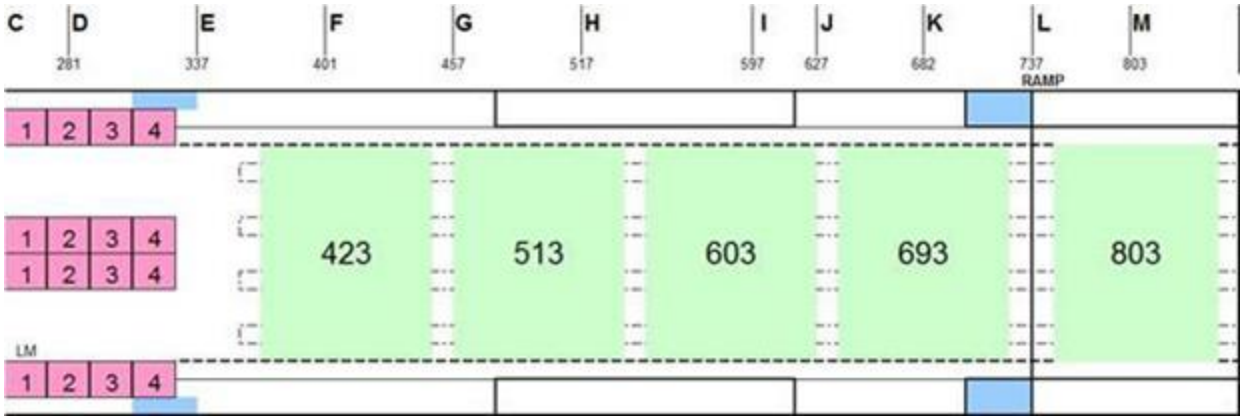

Table 3.9. CONFIGURATION CP-2, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp Support	1	85	A/R

NOTES:

- Sixteen sidewall and center aisle seats (seat belts on 20-inch centers); 14 seats are available, 12 are offered with 5 pallet positions for cargo and baggage.
- Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
- Roller conveyors that are not required will be stowed.
- Time to configure is 1 person, 1/2 hour.

Figure 3.10. CONFIGURATION CP-3 (Cargo/PAX).

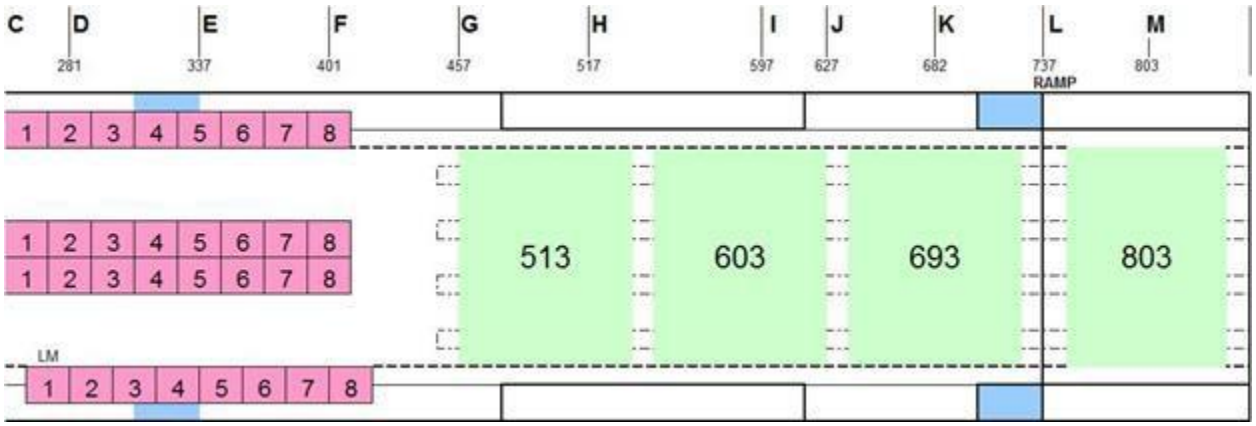

Table 3.10. CONFIGURATION CP-3, CNI-MU Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp Support	1	85	A/R

NOTES:

- Thirty-two sidewall and center aisle seats (seat belts on 20-inch centers); 34 seats are available, 32 are offered with 4 pallet positions for cargo and baggage.
- Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
- Roller conveyors that are not required will be stowed.
- Time to configure is 1 person, 1/2 hour.

Figure 3.11. CONFIGURATION CP-4 (Cargo/PAX).

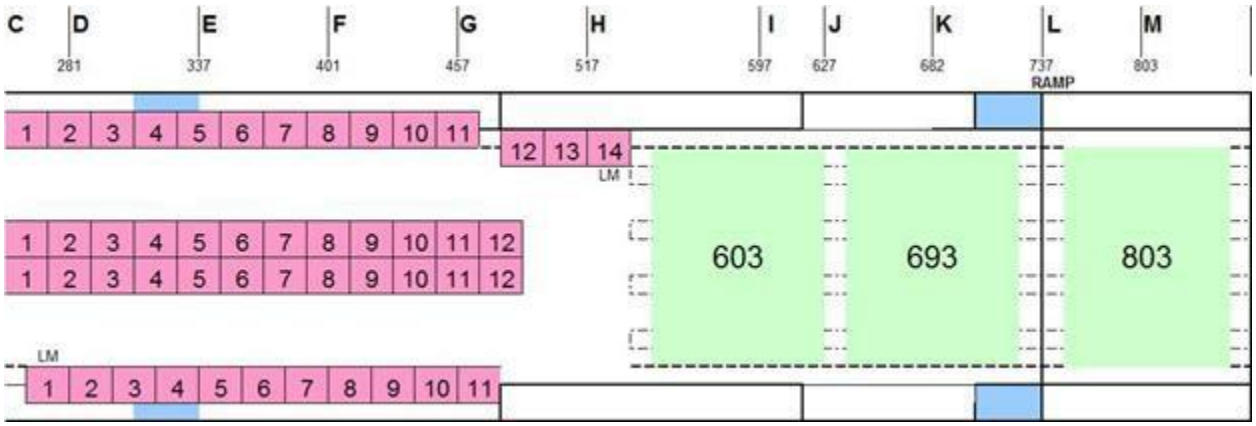

Table 3.11. CONFIGURATION CP-4, CNI-MU Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp Support	1	85	A/R

NOTES:

- Forty-nine sidewall and center aisle seats (seat belts on 20-inch centers); 47 seats are offered with 3 pallet positions for cargo and baggage.
- Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
- Roller conveyors that are not required will be stowed.
- Time to configure is 2 persons, 1-1/2 hours.

Figure 3.12. CONFIGURATION CP-5 (Cargo/PAX).

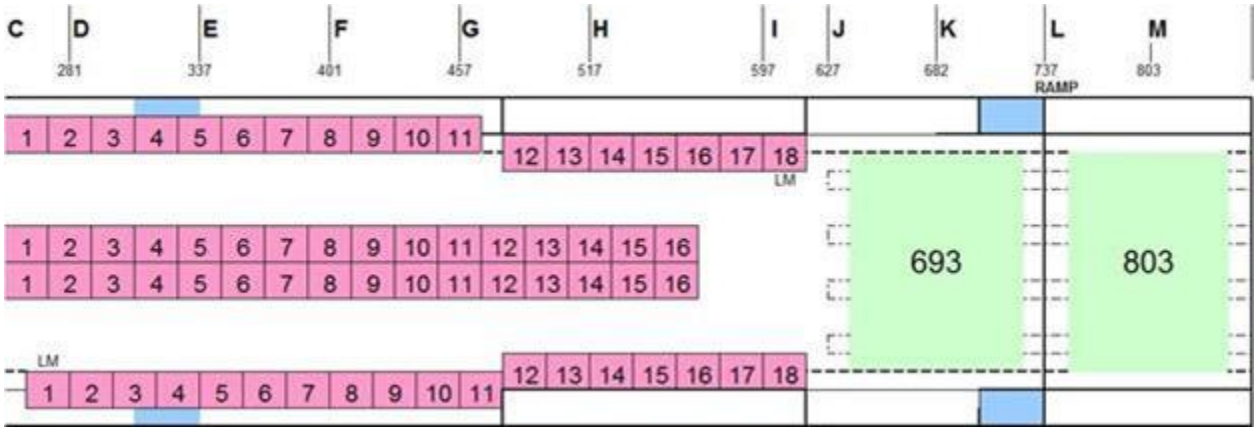

Table 3.12. CONFIGURATION CP-5, CNI-MU Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
EMERGENCY	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp Support	1	85	A/R

NOTES:

- 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.
- Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
- Roller conveyors not required will be stowed.
- Time to configure is 2 persons, 2 hours.

Figure 3.13. CONFIGURATION TAP-1 (Personnel Airdrop).

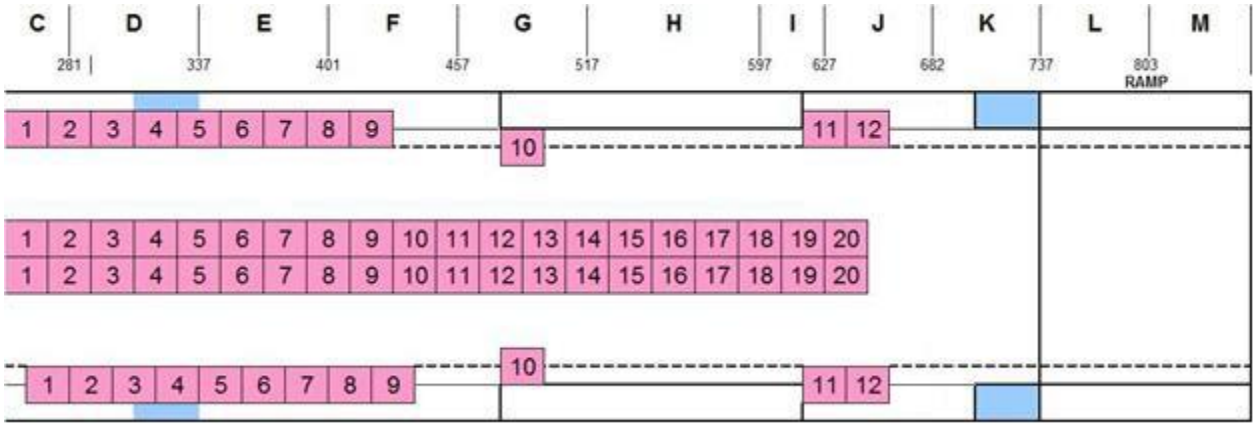

Table 3.13. CONFIGURATION TAP-1, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
Additional Parachutes	2	60	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp Support	1	85	A/R

NOTES:

- Sixty-four troop seats (seat belts on 24-inch centers); 62 seats are offered.
- **EXCEPTION:** Outboard seats aft of wheel well may be on 20-inch configuration.
- Prior to seat installation, stow roller conveyors.
- Troop door cargo handling system sections are stowed on ECHS near/under seats 11 and 12 when removed.
- Install center anchor cable supports, jump platforms, and 2 anchor cables each side to inboard and center position in accordance with TO 1C-130(H)J-9, Section III. A maximum of 20 paratroopers may be attached to a single cable.
- Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
- Time to configure is 2 persons, 2 hours.

Figure 3.14. CONFIGURATION TAP-2 (Personnel Airdrop).

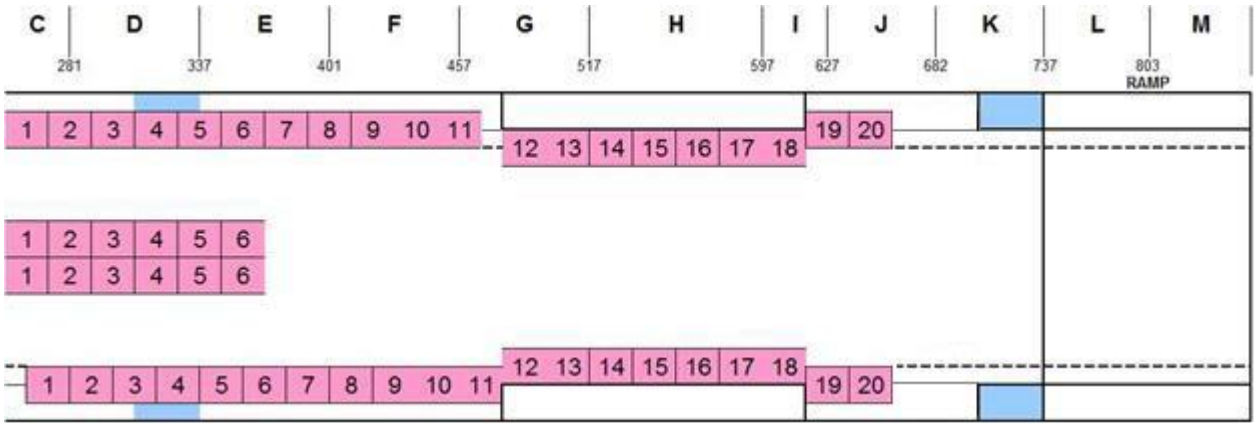

Table 3.14. CONFIGURATION TAP-2, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
Additional Parachutes	2	60	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp Support	1	85	A/R

NOTES:

- Fifty-two troop seats (seat belts on 20-inch centers); 50 seats are offered. This configuration is for inflight rigging of paratroopers on long-range missions. Seats 21 and 22 on each side of cargo compartment are not available with LM crashworthy seat installed.
- Prior to seat installation, stow floor roller conveyors.
- Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions in accordance with TO 1C-130(H)J-9, Section III. When only 1 cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 20 paratroopers may be attached to a single cable.
- Seats are numbered for identification and will be referred to as seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
- Time to configure is 2 persons, 2 hours.

Figure 3.15. CONFIGURATION TAP-3 (Personnel Airdrop).

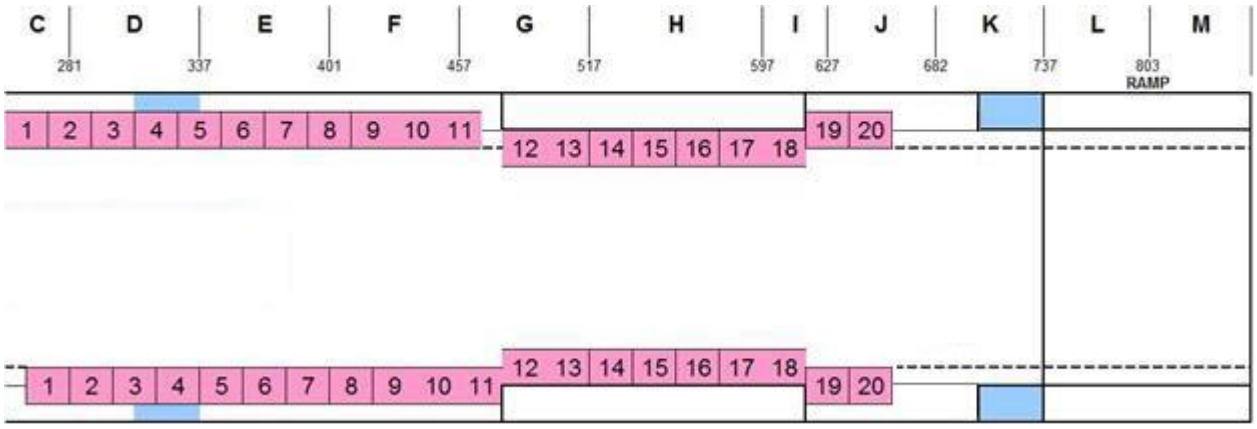

Table 3.15. CONFIGURATION TAP-3, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
Additional Parachutes	2	60	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp Support	1	85	A/R
Oxygen Console*	1	A/R	A/R
*As required by mission directive			

NOTES:

- Forty troop seats (seatbelts on 20-inch centers); 38 seats are offered. This configuration may be used for paratroop door or tailgate operations including HALO/HAHO drops. Seats 21 and 22 on each side of cargo compartment are not available with LM crashworthy seat installed.
- Door area cargo handling system sections and stow on ECHS near/under seats 19 and 20 when removed.
- Prior to seat installation, stow floor roller conveyors.
- Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions in accordance with TO 1C-130(H)J-9, Section III. When only one cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 20 paratroopers may be attached to a single cable.
- For tailgate operations stow intermediate ramp roller conveyors and install anchor cables in accordance with TO 1C-130(H)J-9, Section III. A maximum of 20 paratroopers maybe tailgated on a single cable.
- Seats are numbered for identification and 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.
- Time to configure is 2 persons, 1 hour.

Figure 3.16. CONFIGURATION TAC-1 (Heavy Equipment).

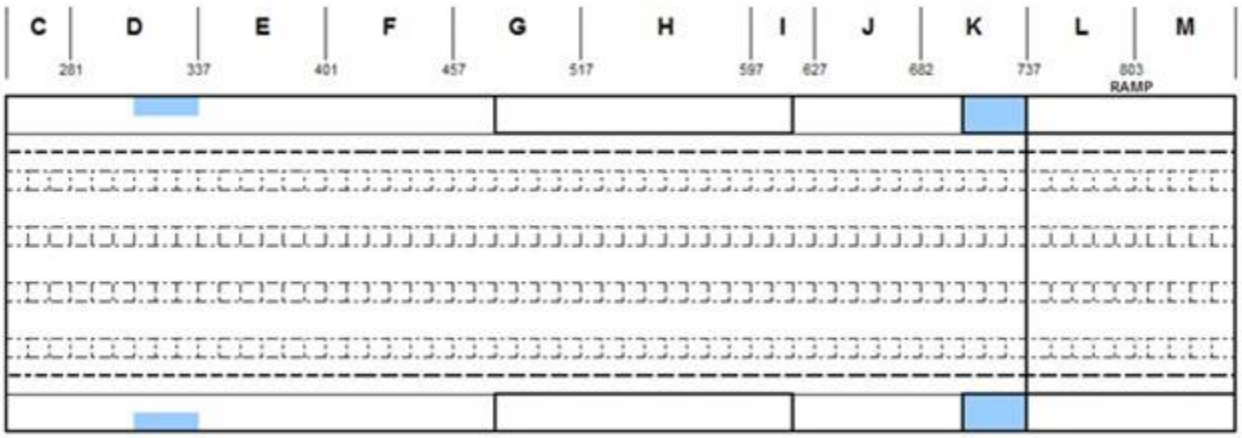

Table 3.16. CONFIGURATION TAC-1, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
Additional Parachutes	2	60	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**

Ramp Support	1	85	A/R

NOTES:

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

Figure 3.17. CONFIGURATION TAC-2 (CDS/CRL Airdrop).

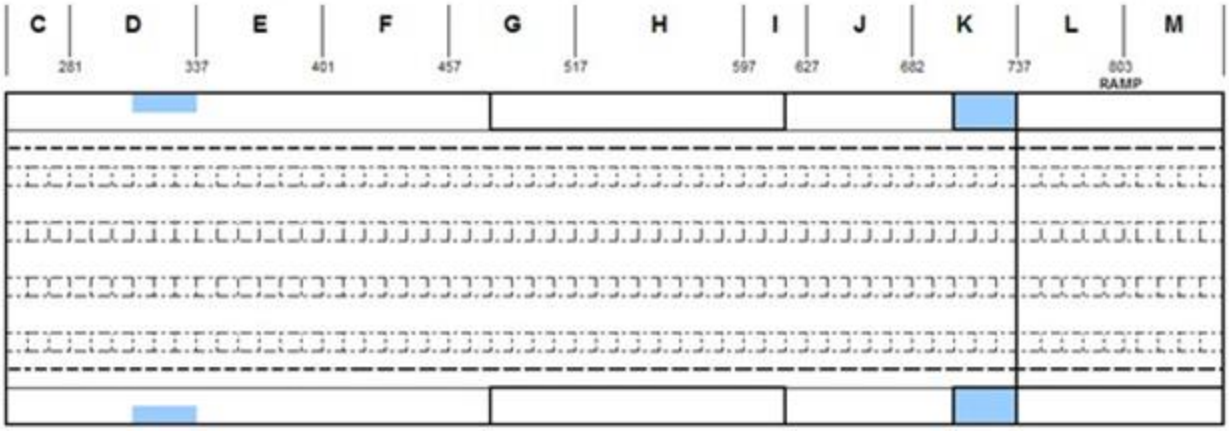

Table 3.17. CONFIGURATION TAC-2, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp Support*	1	85	A/R
CDS BSA*	1	585	A/R
CDS Auxiliary Rollers	4	4.5	729
EBSA*	1	A/R	A/R
CDS Rigging Kit	1	A/R	A/R
*As required by mission directive or required due to total weight			

NOTES:

- Individual A-22 containers, single stick up to 8 (48x48 inch) containers (even or odd number) or double stick up to 16 (48X48 inch) 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.
- Mission tasking units will use the following criteria to schedule the BSA (if EBSA is not used) for CDS missions:
  - The BSA/EBSA (AFTTP3-3.HC-130) will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less, an alternate forward barrier (in accordance with TO 1C-130(H)J-9). EBSA may be used in lieu of the BSA.
  - Centerline vertical restraint (CVR) must be rigged after BSA is loaded. CVR is installed from aft to forward and will be installed as required for the number of bundles being dropped. See TO 1C-130(H)J-9, Section VII C for installation procedures.
- Number of containers governs seat availability.
- Combination drop is limited to single stick. Single stick weight cannot exceed 5,000 pounds if AFB is used. CVR will be used for all double-stick configurations. A maximum of 20 paratroopers may be tailgated depending on seats available and number of CDS containers.
- Time to configure is two persons, one hour.

Figure 3.18. CONFIGURATION TAC-3 (Double/Stacked Combat Rubber Raiding Craft (CRRC) Airdrop).

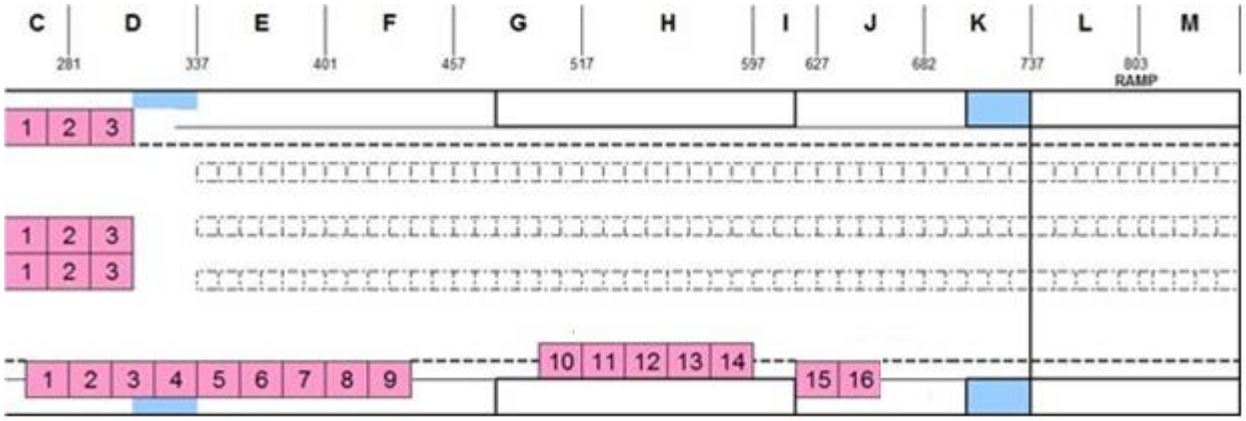

Table 3.18. CONFIGURATION TAC-3, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp Support*	1	85	A/R

CDS Rigging Kit	1	A/R	A/R

NOTES:

- Twenty-five seats available (seatbelts on 20-inch centers), 22 are offered. Provides maximum utilization for double CRRC or combination airdrops using the ramp and door. Maximum of two single or one stacked CRRC platform.
- Position anchor cable stops in accordance with TO 1C-130(H)J-9, Section VII.
- Number of platforms governs seat availability. 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 if airdropped on the same pass. **(T-2)**
- Time to configure is 2 persons, 1 hour.

Figure 3.19. CONFIGURATION HSF-1 (Single/Stacked CRRC/CEP/CRL/CDS Airdrop).

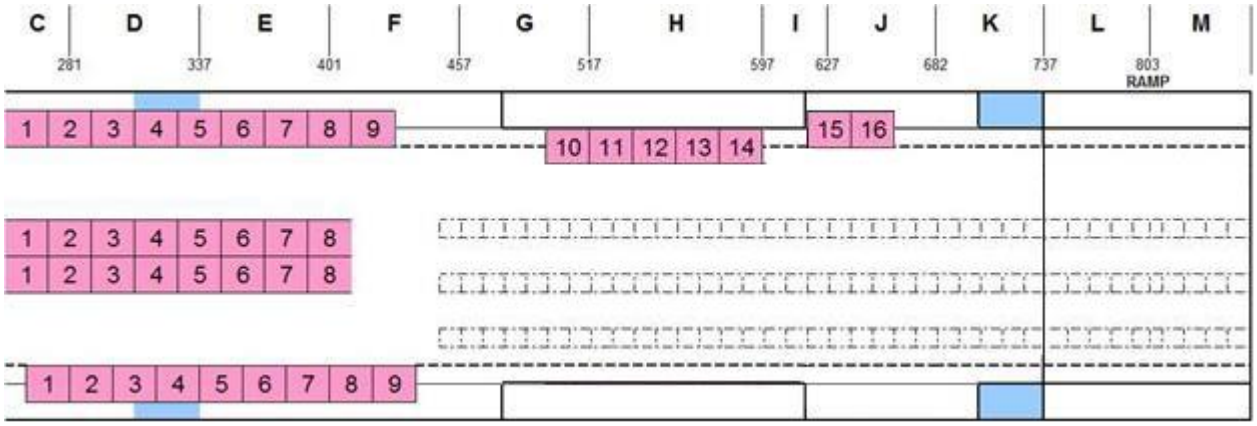

Table 3.19. CONFIGURATION TAC-4, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp Support*	1	85	A/R
CDS BSA*	1	585	A/R
CDS Auxiliary Rollers*	2	4.5	729
EBSA*	1	A/R	A/R
CDS Rigging Kit	1	A/R	A/R
*As required by mission directive			

NOTES:

- Forty-one seats available (seatbelts on 20-inch centers), 39 are offered. Provides maximum utilization for single CRRC/CEP combination airdrops using the ramp and door. Maximum of one single or one stacked CRRC platform.
- CVR is installed from aft to forward and will be installed as required for the number of bundles being dropped. See TO 1C-130(H)J-9, Section VII C for installation procedures. If CDS (or RAMB as CDS) are to be rigged with CRRC/CEP on-board they should be rigged/dropped aft of the platform. If rigged forward of a CRRC/CEP, bundles must be rigged centerline.
- Position anchor cable stops in accordance with TO 1C-130(H)J-9, Section VII. Static line retriever and anchor cable stop may be installed on CEP/CRL/CDS side at FS 893 to provide for rapid transition in the event of multiple personnel airdrop passes.
- Volume of additional equipment governs seat availability.
- Combination drop is limited to single stick. Single stick weight cannot exceed 5,000 pounds if alternate forward barrier is used. A maximum of 20 paratroopers may be tailgated depending on seats available and number of containers.
- Time to configure is 2 persons, 1 hour.

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

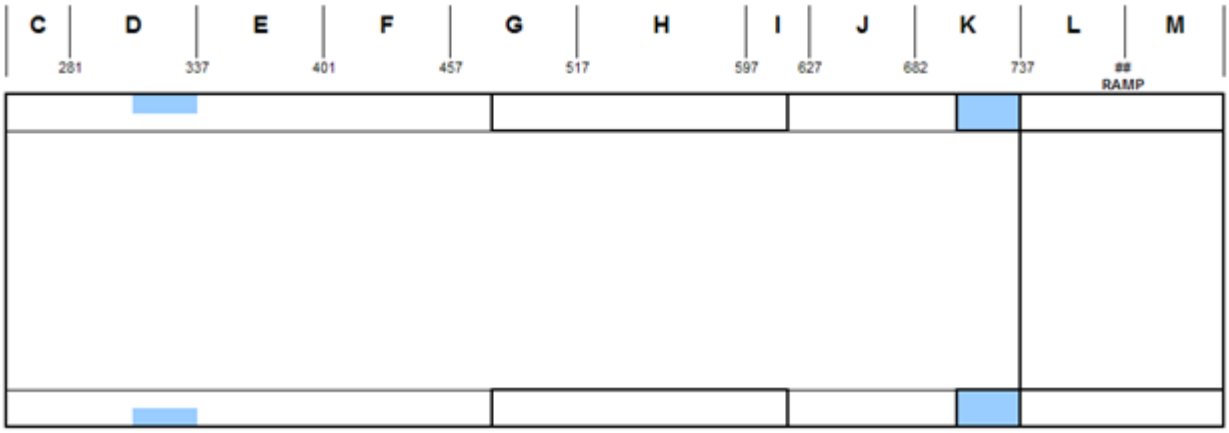

Table 3.20. CONFIGURATION RAPID-1/2, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp Support*	1	85	A/R
Canary Slide Ramps*	1 Set	465	A/R
Gen IV Ramps*	3+	252+	A/R

*As required by mission directive			

NOTES:
- All rollers stowed.
- Rapid 2 configuration is with ECHS removed.
- Time to configure is 2 persons, 1 hour.

Figure 3.21. CONFIGURATION LP-1 (Psyops).

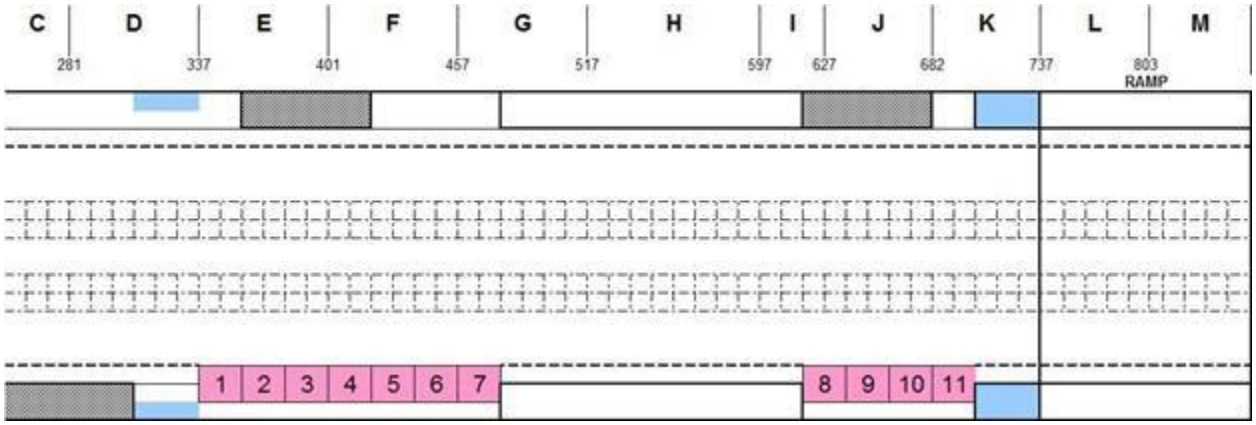

Table 3.21. CONFIGURATION LP-1, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Oxygen Console*	1	100	A/R
24’ Oxygen Hoses*	A/R		A/R
Warehouse Rollers	1 Set		
*As required by mission directive			

NOTES:
- Nine troop seats (seatbelts on 20-inch centers); 9 seats are offered.
- Leaflet Modified Rollers.
- Time to configure is 2 persons, 1 hour.

Figure 3.22. CONFIGURATION RSQ-1 (Rescue).

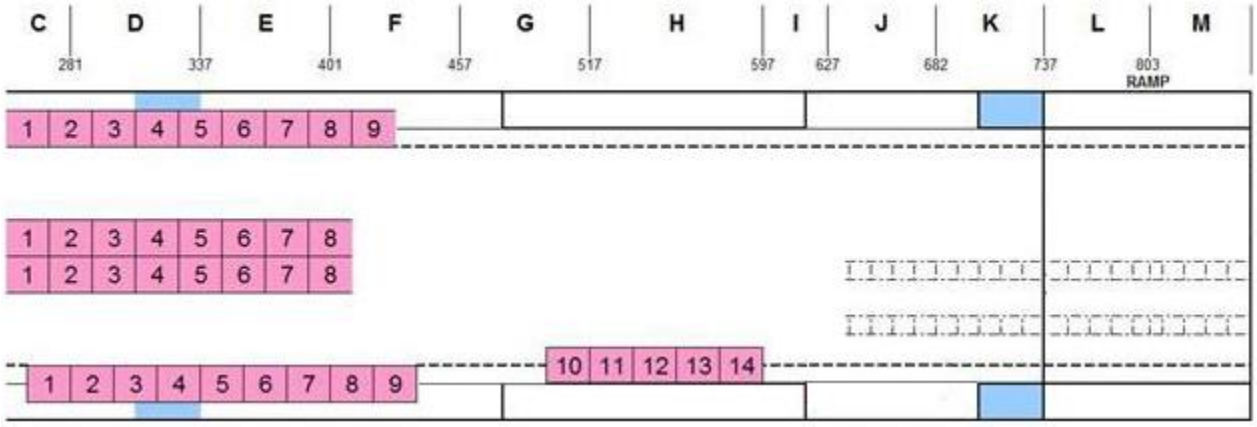

Table 3.22. CONFIGURATION RSQ-1, CNI-MU Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1**	A/R		
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
CDS Auxiliary Rollers	2	4.5	729
Ground Loading Ramps	2	102	A/R
Rigging Kit	1	A/R	FS637
Pyrotechnics	A/R	A/R	A/R

NOTES:

- This configuration is designed for rescue operations with 2 CRL/CEP loaded on the ramp and/or cargo floor. Number of seats available depends on the amount of equipment loaded in the aircraft or modifications to allow for litters. Maximum 41 seats available, 34 offered. Aircraft left seats 10-14 are intended for equipment/ruck stowage.
- Replacing left and right centerline seats 1 through 3 or 6 through 8 with litters for equipment placement or casualty transload is a common modification.
- Install anchor cables in accordance with TO 1C-130(H)J-9, Section III.
- Position anchor cable stops in accordance with TO 1C-130(H)J-9, Section VII. Static line retriever and anchor cable stop may be installed on CEP/CRL/CDS side at FS 893, aft of cable stops installed for equipment drops, to provide for rapid transition in the event of multiple personnel airdrop passes.
- A maximum of 20 paratroopers maybe tailgated on a single cable.
- Volume of additional equipment governs seat/litter availability between FS 429 and FS 627.
- Time to configure is 2 persons, 30 min.

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. Crews will not position equipment in a manner that obstructs the side emergency escape hatches. **(T-2)** An obstruction is any equipment that prevents the effective means of rapid evacuation.

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

4.2.3. Litters and seats erected across an emergency exit are not considered to be an obstruction. Litters will not be configured on the aft right side of FS245 in a manner that restricts access to the oxygen shut off valve or portable oxygen bottle unless in any Aeromedical Configuration. **(T-2)** Do not store aircraft equipment on litters if placement restricts access to oxygen shutoff valve, portable oxygen bottle, Intercommunication System (ICS), or oxygen regulator. **(T-2)**

4.2.4. Crews will maintain an unobstructed aisle way in the wheel well (pallet positions 3 & 4) and ramp area (pallet position 6) to provide access to emergency exits when passengers are being airlifted. **(T-2)** 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 begins at the cargo floor or cargo handling system (ECHS) outboard frame. **(T-2)** Tiedown equipment (463L nets, straps, chains, and devices) are not normally considered an obstruction. The ECHS outboard frame provides 8 inches of the 14-inch requirement on the main cargo floor (**Figure 4.1**). The LM will keep the aisle way a minimum of 8 inches beginning at the outboard edge of the ECHS outboard frame in the ramp area. **(T-2)** The aisle way should normally be on the left side of the aircraft. If the aisle way is placed on the right side of the aircraft, then clearance to the right side of the aircraft shall be maintained. **(T-2)** Additionally, access to aft latrine facilities requires a 20-inch clear area on the forward right side of cargo loaded on the ramp. The loadmaster will ensure the clear area is on the right side of the pallet. **(T-2) NOTE:** During 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)**

4.2.5. If the aisle way requirement in **paragraph 4.2.4** cannot be achieved on missions carrying MEP authorized by operations order/plan or Director of Mobility Forces (DIRMOBFOR) or with crew only, then an aisle way will be maintained in the wheel well area that provides a minimum of 14 inches between the outer edge of the cargo and aircraft beginning no higher than 36 inches above the floor/pallet/platform or a minimum of 30 inches between the outer edge of cargo and the aircraft beginning no higher than 60 inches above the floor/pallet/platform. **(T-2)** The ECHS outboard frame provides 8 inches of this requirement on the main cargo floor (**Figure 4.1**).

4.2.6. During airdrop missions LMs shall have access to the rear of the aircraft to accomplish tactical checklists. **(T-3)**

4.2.7. On all missions, cargo/platforms will be loaded in such a way that the crew maintains access to the rear of the aircraft. **(T-3)** The aircraft commander will be the final authority for determining if safety aisles and/or access aft of cargo is adequate. **(T-2)** Loads in Section VI of TO 1C-130(H) J-9 are specific and do not require a waiver.

Figure 4.1. Safety Aisles.

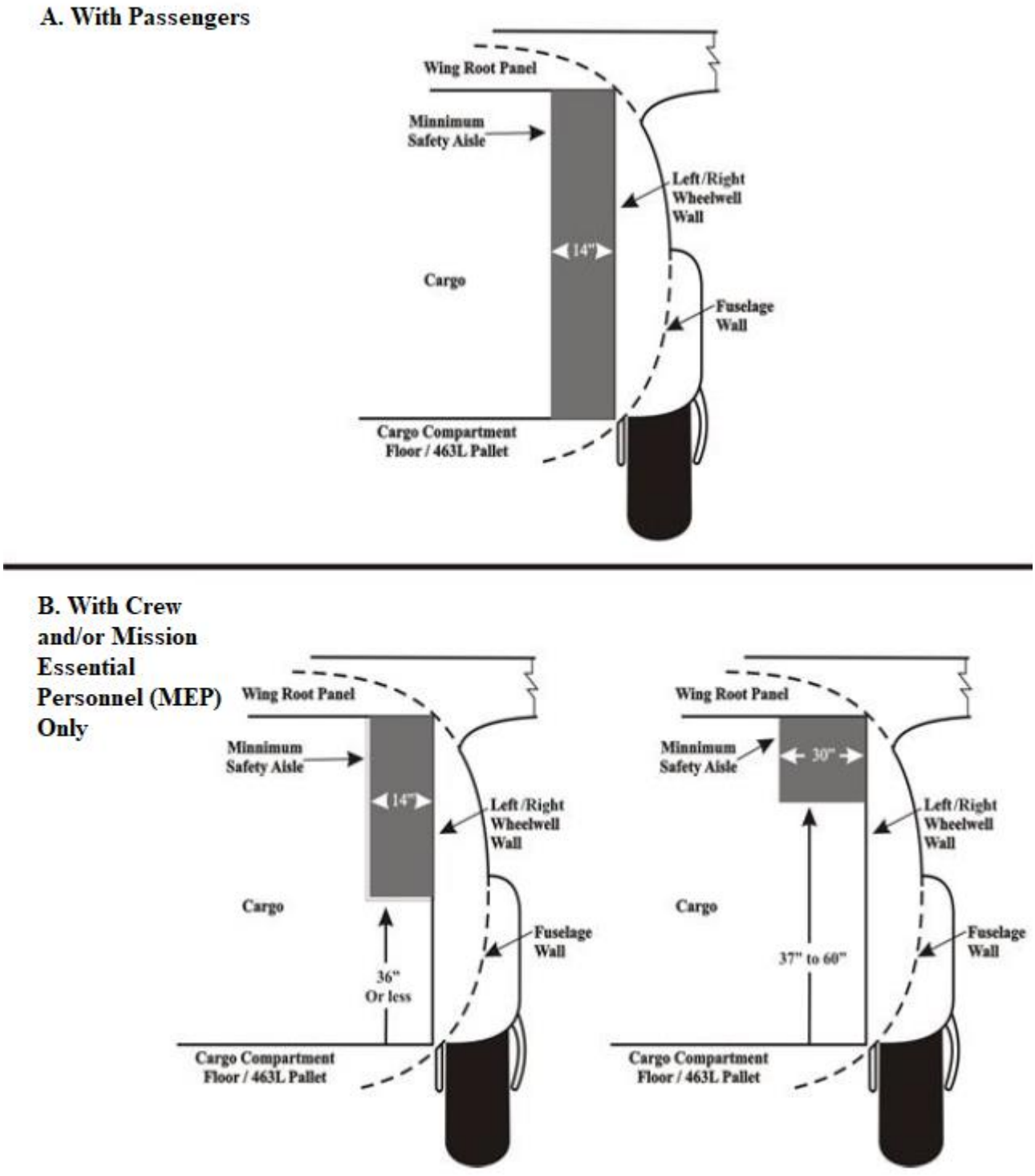

Table 4.1. Standard Weights in Pounds, Aircraft and Miscellaneous Equipment.

Item	Weigh
Aircraft Chocks	52

Aramid Gloves	2
Aux Truck Loading Ramps (set of two)	102
BSA	585
Canary Slide Ramps (Set)	465
CDS Rigging Kit	20
Hydraulic Fluid (Case)	52
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
Joint Precision Aerial Delivery System (JPADS) Equipment (Roll on/off)	70
Ladder, Maintenance	42
Liquid Container w/o Contents (2 gal)	9
Liquid Container w/ Contents (2 gal)	25
Litter, wooden/canvas	14
Oil (case)	52
Oxygen bottle, portable with harness	6
Oxygen console, HALO	100
Portable therapeutic liquid oxygen (PTLOX) (Full/Empty)	80/55
Pry Bar	49
Ramp Support (wooden)	85
Ramp Support (light weight)	25
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’ x8’	43
Shoring, plywood ¾” x 4’ x 8’	64
Snatch block (PN 7320110-3)	8
Stanchion, seat/litter	30
Water, container (2 gal small Igloo® w/contents)	25
Water, container (5 gal large Igloo® w/contents)	50
Water, Drinking, per gallon	8
Winch, cargo, HCU-9A	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	48

Table 4.2. Standard Weights in Pounds, Crew/Passengers/Baggage.

Item	Weight (lbs)
Crew	200
Pax/Patient (without bags)	175
Patient w/Litter (without baggage)	195
Pax Baggage	66

Table 4.3. Standard Weights in Pounds, Emergency Equipment.

Item	Weight (lbs)
Adult/child life vest	1.5
Anti-exposure suits	6
Body Armor w/o plates (no additional equipment)	5.2
Body Armor with plates (no additional equipment)	15.6
Datum Marker Buoy, with battery (small/large)	3/22
Emergency Escape breathing Device (EEBD)	5
Emergency Passenger Oxygen System (EPOS)	2
Emergency Radio	2
Life Raft, 46 Man	95
LPU-10/P life vest	4
LPU-5/P life vest	4
LPU-6/P life vest (infant cot)	4
MA-1 Kit	232
MA-2 Kit	311
MA-1/2 Kit Rack	25
MD-1 Life vest (child)	3
ML-4 Seat Kit	21
Parachute, BA-30	22
Parachute, Cargo, 68-inch pilot parachutes	3
Parachute, T-10C	20
Parachute, Back	32
Parachute, Chest	16
Parachute, Chest Harness	13
Parachute, G-8	3
Passenger Oxygen Kit	30
Personnel Restraint harness, PCU 17/P	9
Protective Clothing Kit	40
Quick Don Mask	2.5
Rations, Emergency, MRE/LRPS (case)	37
Sea Marker Light, with battery	1
Sled, Global (A-16)	222
Survival vest	13

Table 4.4. Standard Weights in Pounds, FARP Equipment.

Item	Weight (lbs.)

Hose, 100 ft. (3”)	100
Hose, 100 ft. (2”)	70
Hose, 10 ft.	20
X or T fitting	12
All nozzles	10
Fire Extinguisher	37
50 GPM Pump	70
Spill Kit	20
Squeegee, Powered/Manual	30/10
5 gallon water can (full)	40
3 gallon water can sprayer	25
220 ft. interphone cord	20
Single-point Deployment Basket	500

Table 4.5. Standard Weights in Pounds, Flares and Markers.

Item	Weight (lbs.)
Marker Location Marine MK 25, Mod 3	3.75
Marker Location Marine MK 58, Mod 1	12.8
Marker Location Marine Dye M59	1.4
Parachute Flares (LUU-2 series/LUU-4/B)	29/17
Parachute Flare LUU-19NIR Series	36

Table 4.6. Standard Weights in Pounds, Ground Troops and Parachutists.

Item	Training Weight (lbs.)	Combat Weight (lbs.)
Ground troop training with web gear and weapon	210	240
Ground troop with web gear, weapon, and ruck sack	250	300
Ground troop with combat equipment tools	250	300
Ground troop with duffel bag, web gear and ruck sack	350	400
Ground troop with duffel back & combat equip/tools	350	400
Parachutist with web gear, weapon, and ruck sack	300	350
Parachutist – Hollywood	220	N/A
Pararescueman, Land – Hollywood	240	240
Pararescueman, Land – Fully Equipped	300	325
Pararescueman, Water – Minimum Equipment	240	300
Pararescueman, Water – Fully Equipped	300	325
Ruck Sack	40	80

Table 4.7. Standard Weights in Pounds, Tiedown Equipment.

Item	Weight (LBs.)
Strap CGU-1/B (5,000 LB)	4
Strap CGU-1/B (10,000)	4
MB-1 Chain/CGU-4/E	7

MB-1 Devices/CGU-4/E	3.5
MB-2 Chain/CGU-3/E	20
MB-2 devices/CGU-3/E	6
Pallet (HCU-6/E)	290
Pallet nets (1 set)	65

Table 4.8. Protective Armor.

Location	Weight (lbs.)	Station	Moments
Flight Station	1,259	FS 173	218
Nose Wheel Well and LOX Bottle	195	FS 149	29
Cargo Compartment (Paratroop Doors)	512	FS 717	367
Loadmaster Station/Crew Door	180	FS 223	40
AS-6BK Scanner Door Window and Toe-Kick Armor	75	FS 717	54
AS-6BK Scanner Door Armor	154	FS 715	110

NOTES:

- Add armor to Line 7 (Extra Equipment) of the DD Form 365-4 (or equivalent) when armor is installed on the aircraft. Protective armor (with standard paratroop doors) totals 2,110 pounds and 655 moments if installed at listed stations. AS-6BK Scanner Paratroop Door armor is installed as a standard and shall be included in aircraft basic weight, window and lower armor is not included. **(T-3)** To reflect this, protective armor without the standard paratroop door armor totals 1,709 pounds and 341 moments.
- Aircrews will add installed armor CNI-MU and Form F as appropriate. **(T-3)** It is not necessary for maintenance quality assurance (QA) to update Chart C for full/partial installations. MX personnel should annotate when protective armor weights and moments require entry into the CNI-MU/Form F on the AFTO 781A.
- Armor not installed in the indicated location may be left on the aircraft and secured in accordance with restraint criteria in 1C-130(H)J-9 and AFMAN11-2HC-130JV3.
- AS-6BK Scanner Door Armor weights can be found in TCTO 1C-130(AHM)J-682 until incorporated into respective aircraft field manuals.

Table 4.9. Aircraft Defensive System Equipment.

Location	Weight (lbs.)	Station	Moment
Nose Dispensers (2 Flares and 2 Chaff)	82	FS 221	18
Mid Dispensers (4 Flares and 4 Chaff)	164	FS 600	98
Tail Dispensers (1 Flare and 1 Chaff)	41	FS 1080	44
Flare Canister	21		
Chaff Canister	20		

NOTE: Some units add chaff and flares into the basic weight. Re-adjustments need not be made as individual flares/chaff are dispensed. Adjustments are mandatory if the weight has been added and then the dispensers subsequently removed.

Table 4.10. HC-130J Cargo Handling System Lock and Seat Stanchion Locations.

Lock Number	FS Location
1	303
2	343
3	383
4	423
5	463
6	503
7	543
8	583
9	623
10	663
11	683
Seat Stanchion #	**FS Location**
1	262
2	333
3	393
4	453
5	513
6	573
Ladder	633-653
7	693
8	733

NOTES:
- Seat bottom extension adds 9 ¾ inches when installed.
- Seat back extension adds 7 inches when installed.

Chapter 5

WEIGHT & BALANCE INPUTS AND DD FORM 365-4 INSTRUCTIONS

5.1. Introduction. The LM is normally responsible for entering weight and balance data into the CNI-MU Weight and Balance pages, and transferring that information onto the DD Form 365-4, Form-F (if required) or electronic equivalent. This can be accomplished manually or electronically, utilizing the Automated Form F (AFF) program and printer or by reproducing CNI-MU page information. Instructions for use of the AFF program can be found in the C-130 AFF training guide. CNI-MU reproductions will provide all information necessary to complete a Form F in accordance with with 5.3 General Instructions and TO 1-1B-50, *Aircraft Weight and Balance*. **(T-1)**

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

5.3. General Instructions. These instructions apply to CNI-MU data input.

5.3.1. On the OPERATING WT page, enter aircraft operating weight and moment (or verify correct entry) from the Form 365-3, Chart C. Enter number and location of crew members, bags, steward's equipment, aircraft armor, emergency and extra equipment.

5.3.2. On the FUEL Page, verify the correct calculated Take-Off Fuel is displayed. If tank quantity indicators are inoperative, and the forms have been documented with tanks being dipped, enter this amount here. Calculate the Estimated Landing Fuel using following criteria to compute fuel burn off when flight plan fuel weights are not available. Fuel received/transferred due to in-flight refueling should be reflected in estimations. Precise Estimated Landing Fuel ensures the CNI-MU makes the most accurate calculations.

5.3.2.1. 4,000 PPH - normal flight at altitude (PPH = pounds per hour.)

5.3.2.2. 5,000 PPH - first hour of flight (climb out) or low level.

5.3.3. On the PAYLOAD page, either enter current payload, or verify MFCD entered cargo transferred correctly. Airdrop loads anticipated to be dropped should be double slashed for accurate landing CGs.

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

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

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

5.3.5. Limiting Wing Fuel. The CNI-MU calculates ACL, Zero Fuel Weight, and CG Limits from T.O 1C-130J(H)-1 Limiting Wing Fuel Charts. The correct Operating Area for the flight shall be selected in order to ensure the aircraft is in the correct CG window for both Take-Off and Landing. To verify correct Operating Area, accomplish the following actions:

5.3.5.1. Return to the MC INDEX Page.

5.3.5.2. Select the V SPEEDS Page. Next to Line Select Key 8, the Operating Area for the conditions entered is displayed. Note: If this area is blank verify the Told PERF INIT WEIGHT Page displays the correct values in both BOW and Payload.

5.3.5.3. Return to the WT & BAL LIMITS Page and ensure the correct Operating Area from the V Speeds page is highlighted. WARNING: It is never permissible to select operating areas other than that indicated on the V speeds page in the event of a T/O (or LND) CG TOO FAR FWD (or AFT) CNI-MU Alert Message. Cargo loads will be adjusted to fit inside the prescribed CG limits.

5.3.5.4. Return to the WT & BAL main page and check the TO & LND CGs fall inside the appropriate window by toggling Line Select Key 5.

5.4. Weight and Balance Form Instructions. These instructions apply to the One time Use Transport Form F using simplified moments. Handwrite or type information from data entered in the CNI-MU Weight and Balance pages to a DD Form 365-4, Form F. Alternatively, CNI-MU information may be replicated digitally. The PIC must ensure a copy of the completed DD Form 365-4, Form F is attached to the flight plan or given to the controlling ground agency, quality assurance, transient alert, maintenance, or other requesting agency. If no agency requires a physical copy, then electronically generated data may be submitted in accordance with local procedures. Electronic versions need not resemble DD Form 365-4 format.

5.4.1. Electronic Computer data sheets (e.g., CNI-MU images) are used in lieu of the DD Form 365-4. These images contain the necessary weight and balance data as defined by the -5 series TO to show load computations, Gross Weight and CG.

5.4.2. *DD Form 365-4 Heading*. Enter date, mission number, aircraft type, serial number, departure and destination station (name or ICAO identifier), home station of aircraft, and PIC's rank and last name. Document this information on electronically generated submissions.

5.4.3. *Remarks section*. If paper forms are used, enter a breakdown of takeoff fuel weight for each tank to the nearest 100 pounds and moments using the CNI-MU. CNI-MU WT+ BAL FUEL page contains this information. Additionally, annotate fuel gain/loss due to AAR (if planned). If totalizer is inaccurate, indicate correct totals on digital copy.

5.4.4. *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(H)J-1 cannot 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 PIC will inform the LM of any gross weight restrictions prior to mission planning so an accurate ACL may be obtained. **(T-2)** CNI-

MU WT+ BAL Limits page contains this information. For electronic copies, TO and LDG page information must be captured.

5.4.4.1. *Takeoff.* Unless other restrictions are imposed, 164,000 lbs. is the maximum weight for takeoff on the HC-130J.

5.4.4.2. *Landing.* Unless other landing restrictions such as assault landings are imposed, 164,000 lbs. is the maximum weight for landing on the HC-130J. Subtract operating weight plus estimated landing fuel (references 9 and 23). Refer to the TO 1C-130(H)J-1 for assault landing limitations.

5.4.4.3. *Limiting Wing Fuel.* The CNI-MU is the primary method to compute Limiting Wing Fuel. The limiting wing fuel chart in TO 1C-130(H)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. LMs must compute specific mission requirements exceeding area "C" limitations using the appropriate flight manual weight limitation charts. **(T-2)**

5.4.5. *Permissible C.G. Takeoff and Landing.* Utilize CNI MU as primary means of forward and aft C.G. computations. Leave the block entitled "Permissible CG Zero Fuel Wt" blank. CNI-MU WT+ BAL Limits page contains this information. For electronic copies, captures of TO and LDG page information fulfills this criteria.

5.4.6. *Signature Blocks.* Name and Signatures, PKI or wet, will be annotated for all DD Form 365-4 or authorized substitutions. For electronic forms without PKI capabilities, email addresses, when documented by squadron standards/evaluations, shall be considered wet signature, rank and organization for electronic computer data sheet submissions. Route email from *Computed by* personnel to *Pilot* before submission to digital storage (if used).

5.4.6.1. Computed by: Signature, rank, and organization on original and duplicate (if present).

5.4.6.2. Weight and Balance Authority: Leave blank

5.4.6.3. Pilot: Signature, rank, and organization on original and duplicate (if present).

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

5.4.8. Reference 22. If required, subtract airdrop load weight and moment from reference 21 or changes in corrections column and enter as adjusted zero fuel weight/moment on first blank line in reference 22. First blank line title reads, “ADJ ZFW/M”. CNI-MU WT+ BAL LDG page reflects this information if a double slash (//) is used on PAYLOAD page items.

Table 5.1. HC-130J Paratrooper Loading Tables.

TAP-1 CONFIGURATION							
ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 263	2	440	115	600	158	700	184
D 309	9	1980	612	2700	834	3150	973

E 369	11	2420	893	3300	1218	3850	1421
F 429	9	1980	849	2700	1158	3150	1351
G 487	9	1980	964	2700	1315	3150	1534
H 557	6	1320	735	1800	1003	2100	1170
I 612	2	440	269	600	367	700	428
J 655	10	2200	1441	3000	1965	3500	2293
K 710	4	880	625	1200	852	1400	994
Total	62	13640	6503	18600	8870	21700	10348

Notes:
1. Load C/B for a full load is FS 477.
2. Two safeties in G compartment (single seats).
3. Seatbelts on 24-inch configuration.

TAP-2 CONFIGURATION

ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 263	2	440	116	600	158	700	184
D 309	12	2640	816	3600	1112	4200	1298
E 369	10	2200	812	3000	1107	3500	1292
F 429	6	1320	566	1800	772	2100	901
G 487	5	1100	536	1500	731	1750	852
H 557	8	1760	980	2400	1337	2800	1560
I 612	2	440	269	600	367	700	428
J 655	6	1320	865	1800	1179	2100	1376
Total	62	11220	4960	15300	6763	17850	7891

Notes:
1. Load C/B for a full load is FS 442.
2. Two safeties in G compartment (single seats).

Table 5.2. HC-130J Passenger Loading Tables.

P-1 CONFIGURATION							
ARM	PAX	175 LBS	MOM	210 Lbs	MOM	250 LBS	Mom
C 263	4	700	184	840	221	1000	263
D 309	12	2100	649	2520	779	3000	927
E 369	12	2100	775	2520	930	3000	1107
F 429	12	2100	901	2520	1081	3000	1287
G 487	11	1925	937	2310	1125	2750	1339
H 557	16	2800	1560	3360	1872	4000	2228
I 612	8	1400	857	1680	1028	2000	1224
J 655	6	1050	688	1260	825	1500	983
K 710	7	1225	870	1470	1044	1750	1243
Total	88	15400	7421	18480	8905	22000	10601

NOTES:
1. Load C/B for a full load is FS 482.
2. Seatbelts on 20-inch configuration.

CP-1 CONFIGURATION

ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	1	175	31	210	55	250	66
D 309	6	1050	324	1260	389	1500	464
E 369	6	1050	387	1260	465	1500	554
F 429	6	1050	450	1260	541	1500	644
G 487	5	875	426	1050	511	1250	609
H 557	8	1400	780	1680	936	2000	1114
I 612	4	700	428	840	514	1000	612
J 655	4	700	459	840	550	1000	655
Total	40	7000	3285	8400	3961	10000	4718

NOTES:
Passenger load C/B for full load is FS 470.
Seatbelts on 20-inch configuration.

CP-2 CONFIGURATION

ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	4	700	184	840	221	1000	263
D 309	11	1925	595	2310	714	2750	850
Total	15	2625	779	3150	935	3750	1113

NOTES:
Passenger load C/B for full load is FS 297.
Seatbelts on 20-inch configuration.

CP-3 CONFIGURATION

ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	4	700	184	840	221	1000	263
D 309	12	2100	649	2520	779	3000	927
E 369	12	2100	775	2520	930	3000	1107
F 400	3	525	210	630	252	750	300
Total	31	5425	1818	6510	2182	7750	2597

NOTES:
Passenger load C/B for full load is FS 335.
One LM in C compartment not included in this table.
3. Seatbelts on 20-inch configuration.

CP-4 CONFIGURATION

ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	4	700	184	840	221	1000	263
D 309	12	2100	649	2520	779	3000	927

E 369	12	2100	775	2520	930	3000	1107
F 429	12	2100	901	2520	1081	3000	1287
G 487	7	1225	597	1470	716	1750	852
Total	47	8400	3109	10080	3727	12000	4436
NOTES: Passenger load C/B for full load is FS 370. Two LMs (1 in C and 1in G compartments) not included in this table. 3. Seatbelts on 20-inch configuration.							
CP-5 CONFIGURATION							
ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	4	700	184	840	221	1000	263
D 309	12	2100	649	2520	779	3000	927
E 369	12	2100	775	2520	930	3000	1107
F 429	12	2100	901	2520	1081	3000	1287
G 487	11	1925	937	2310	1125	2750	1339
H 557	14	2450	1365	2940	1638	3500	1950
I 612	1	175	107	210	129	250	153
Total	66	11550	4918	13860	5903	16500	7026
NOTES: Passenger load C/B for full load is FS 426. 2. 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
95	12	18	25
100	14	18	25
105	14	19	25
110	15	19	27
115	15	20	27
120	16	20	30

125	16	22	30
130	18	25	35
135	18	25	35

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Deputy Chief of Staff, Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

ACC FCIF 21-06H, *HC-130J Aircraft Installed Aircrew Flight Equipment Configuration*, 26 May 2021

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TCTO 1C-130(AHM)J-682, *Installation of AS-6BKS Scanner Paratroop Door with Integrated Armor and AS-6R Retract System on Select HC-130J Aircraft*, 7 December 2020

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TO 1-1B-50, *Aircraft Weight and Balance*, 1 August 2019

TO 1C-130(H)J-1, *Flight Manual*, 31 May 2021

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TO 1C-130(H)J-5-2, *Loading Data Manual*, 31 August 2019

TO 1C-130(H)J-9, *Cargo Loading Manual*, 31 May 2021

Adopted Forms

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

DAF Form 847, *Recommendation for Change of Publication*.

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

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

Abbreviations and Acronyms

A/R—As Required

ACL—Allowable Cabin Load

AE—Aeromedical Evacuation

AECM—Aeromedical Evacuation Crewmember

AET—Aeromedical Evacuation Technician

AFB—Alternate Forward Barrier

AFE—Aircrew Flight Equipment

AFF—Automated Form F

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFTO—Air Force Technical Order

ALSE—Aircrew Life Sustaining Equipment

ASB—Aircrew Survival Backpack

BAL—Balance

BSA—Buffer Stop Assembly

C/B—Center of Balance

CDS—Container Delivery System

CEP—Combat Expendable Platform

CG—Center of Gravity

CMT—Charge Medical Technician

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

CRL—Container Ramp Load

CRRC—Combat Rubber Raiding Craft

CVR—Center Vertical Restraint

DAF—Department of the Air Force

DAFI—Department of the Air Force Instruction

DD Form—Department of Defense Form

DIRMOBFOR—Director, Mobility Forces

DoDI—Department of Defense Instruction

DRU—Direct Reporting Unit

EBSA—Expendable Buffer Stop Assembly

ECHS—Enhanced Cargo Handling System

EEBD—Emergency Escape Breathing Device

EPJS—Extraction Parachute Jettison System

EPOS—Emergency Passenger Oxygen System

FS—Fuselage Station

FT—Feet

FN—Flight Nurse

FOA—Field Operating Agency

FOL—Forward Operating Location

gal—Gallon

GPM—Gallons Per Minute

HAHO—High Altitude High Opening

HALO—High Altitude Low Opening

in accordance with—In Accordance With

ICDS—Improved Container Delivery System

ICS—Intercommunication System

JPADS—Joint Precision Aerial Delivery System

LB—Pound

LOX—Liquid Oxygen

LPU—Life Preserver Unit

MAC—Mean Aerodynamic Chord

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

MCD—Medical Crew Director

MEDEVAC—Medical Evacuation

MEP—Mission Essential Personnel

MFCD—Multi Function Control Display

MOM—Moments

MOST—Mobile Oxygen Storage Tank

MSK—Minimum Survival Kit

MX—Maintenance

OPR—Office of Primary Responsibility

PBE—Protective Breathing Equipment

PCK—Protective Clothing Kit

PDM—Periodic Depot Maintenance

PPH—Pounds Per Hour

PTLOX—Portable Therapeutic Liquid Oxygen

QA—Quality Assurance Branch

USAF—United States Air Force

WT—Weight

Terms

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

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

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

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

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

PAX—Any classification of passengers.