

APPENDIX V

AIRCRAFT LOAD PLANNING AND DOCUMENTATION

A. RESPONSIBILITIES (FOR AIR LOAD PLANNERS TRAINING, SEE DTR PART III, APPENDIX B)

1. The mobility force will:
 - a. Assist the deploying unit in developing load plans and advising where there are aircraft limitation changes. While it is the responsibility of the deploying unit to develop load plans, units are encouraged to collaborate with the mobility force as early as possible to facilitate execution and ensure maximum aircraft utilization.
 - b. Ensure the deploying unit accomplishes the documentation and manifesting of all personnel, cargo, and equipment (i.e., all the air load plans provided in Integrated Computerized Deployment System [ICODES] format).
 - (1) Cargo documentation and manifesting requirements are outlined in this regulation, Part III, Appendix H, and Part II.
 - (2) Passenger documentation and manifesting requirements are outlined in this regulation, Part I.
 - (3) Vehicle and equipment having characteristics presenting air movement transportability problem as identified in Department of Defense (DoD) Instruction 4540.07, Operation of the DoD Engineering for Transportability and Deployability Program, must be approved by the Air Transportability and Test Loading Activity (ATTLA) or be listed in an aircraft Dash 9 technical order.
 - c. Ensure adequate cargo and/or passenger manifests accompanies each aircraft load.
2. Deployment planners and/or the deploying unit are required to maximize aircraft utilization where possible and collaborate with mobility forces to fill unused space. Units can also expect the mobility force to consolidate where possible to increase aircraft utilization as well.
3. Mission Validation requirements, for all air movements via the Air Mobility Command's (AMC) 618th Air Operations Center (AOC), also known as the Tanker Airlift Control Center (TACC). Deploying/redeploying units shall review the Reference Files within Airlift Integrated Interface (A2I) on the 618 AOC's website (<https://tacc.us.af.mil>) for up-to-date submission requirements and how-to guides. Units shall provide the 618 AOC, with a 24/7 POC(s) and with phone number(s) where they can be reached on/off duty, to prevent any mission delays, and update the 618 AOC, as needed, with the new POC information. ICODES load plans, hazardous diplomatic clearance data (HAZDIPS), and, if applicable, Articles of War (AoW) lists is the required airlift documentation for 618 AOC verification. Only the primary hazards for each piece of cargo is required and shall be used for the HAZDIPS. For contingency airlift, ICODES load plans will include cargo HAZDIP information and will be transferred to the 618 AOC website by utilizing the ICODES-A2I interface. The 618 AOC starts mission planning after ULNs have been validated by USTC, the unit has submitted their required documents, and they have been reviewed and accepted by 618 AOC/ALDRF, DSN: 312-770-7712, Comm: 618-220-7712. Units will respond to the 618 AOC's requests for additional information, and/or to generate and submit new load plans within 48 hours of notification. Once 618 AOC/ALDRF accepts the required documents, no changes will be made to the airlift requirement without coordination with the 618 AOC/ALDRF office. This is required to prevent airlift delays/the loss of diplomatic clearances. Any changes may necessitate new airlift documentation.

- a. In addition to CCMD-specific and TPFDD requirements, ensure all required documents are submitted with enough time to allow the 618 AOC to process the requirement to meet the Foreign Clearance Guide (<https://www.fcg.pentagon.mil>) Section II, Lead Time. Neighboring countries to the APOE/APOD may drive a longer diplomatic lead time for overflight clearance. All requirements submitted within the diplomatic lead time will require an expedited Diplomatic POC. If the timeline is greater than the standard submission sequence, the 618 AOC recommends all airlift documents be submitted NLT 10 days prior to the longest applicable diplomatic lead time.
- b. Submitting Final Load Plans: After completion of Joint Inspection, deploying units will submit their final load plans to tacc.fm.do@us.af.mil for Flight Managers to perform final aircraft mission planning, calculate fuel loads, and perform any other necessary duties. The subject line will be in the following format: Subject: Departure ICAO – Mission Number (for example, KDOV – PVRA75477241). Load plans will be submitted via ICODES .pdf format.
- c. For short-notice validations (movements inside 96 hours from the available load date), the supported command will ensure deploying units submit airlift documentation to the 618 AOC as part of the validation process. (Chairman of the Joint Chiefs of Staff Manual CJCSM 3122.05, Operating Procedures for Joint Operation Planning and Execution System, Appendix E, Enclosure C, Paragraph 3.) If the TACC website is inaccessible to submit load plans via A2I and the movement is within 96 hours, the secondary submission method is via unencrypted NIPR email to 618AOC.ALDRE.Verifications@us.af.mil.

B. AIRCRAFT LOAD PLANNING

1. The Integrated Computerized Deployment System (ICODES) is the only acceptable automated system for completing air load plans.
 - a. In the event ICODES is unavailable, units will utilize reach back to obtain an ICODES generated load plan. If a manual load plan is required, use DD Form 2130 or Air Force (AF) Form 4080, Load/Sequence Breakdown Worksheet.
2. Load planning guidance by aircraft type, Model Design Series (MDS) is contained in the following AF and AMC publications. Compliance with these publications is mandatory. These publications are available at <http://www.e-publishing.af.mil>.
 - a. C-5 Planning Data, Air Force Instruction (AFI) 11-2C5, Volume (V)3, Addenda (ADD) A and 1C-5A-9 ([Figure V-2](#)).
 - b. C-130 (Short) Planning Data, AFI 11-2C-130 V3 ADD A and 1C-130A-9 ([Figure V-4](#)).
 - c. C-130J-30 (Stretch) Planning Data, AFI 11-2C-130J V3 ADD A and 1C-130J-9 ([Figure V-6](#)).
 - d. KC-10A Planning Data, AFI 11-2KC-10 V3 ADD A and 1C-10(K)A-9 ([Figure V-10](#)).
 - e. C-17A Planning Data, AFI 11-2C-17 V3 ADD A and 1C-17A-9 ([Figure V-18](#)).
 - f. KC-135 Planning Data, AFI 11-2KC-135 V3 ADD A and 1C-135-9 ([Figure V-20](#)).
 - g. Air Mobility Command Pamphlet (AMCPAM) 24-2 V1, Civil Reserve Air Fleet Load Planning Guide.
 - h. AMCPAM 24-2 V2 ADD-A, Civil Reserve Air Fleet Load Planning – Airbus A300.
 - i. AMCPAM 24-2 V2 ADD-B, Civil Reserve Air Fleet Load Planning – Airbus A310.
 - j. AMCPAM 24-2 V2 ADD-C, Civil Reserve Air Fleet Load Planning – Airbus A320.
 - k. AMCPAM 24-2 V2 ADD-D, Civil Reserve Air Fleet Load Planning – Airbus A330.

- l. AMCPAM 24-2 V2 ADD-E, Civil Reserve Air Fleet Load Planning – Airbus A340.
- m. AMCPAM 24-2 V3 ADD-A, Civil Reserve Air Fleet Load Planning – Boeing B727.
- n. AMCPAM 24-2 V3 ADD-B, Civil Reserve Air Fleet Load Planning – Boeing B737.
- o. AMCPAM 24-2 V3 ADD-C, Civil Reserve Air Fleet Load Planning – Boeing B747.
- p. AMCPAM 24-2 V3 ADD-D, Civil Reserve Air Fleet Load Planning – Boeing B757.
- q. AMCPAM 24-2 V3 ADD-E, Civil Reserve Air Fleet Load Planning – Boeing B767.
- r. AMCPAM 24-2 V3 ADD-F, Civil Reserve Air Fleet Load Planning – Boeing B777.
- s. AMCPAM 24-2 V4 ADD-A, Civil Reserve Air Fleet Load Planning – Boeing (McDonnell-Douglas) DC-8 Series.
- t. AMCPAM 24-2 V4 ADD-B, Civil Reserve Air Fleet Load Planning – Boeing (McDonnell-Douglas) DC-10 Series.
- u. AMCPAM 24-2 V4 ADD-C, Civil Reserve Air Fleet Load Planning – Boeing (McDonnell-Douglas) MD-11 Series.
- v. AMCPAM 24-2 V4 ADD-D, Civil Reserve Air Fleet Load Planning – Boeing (McDonnell-Douglas) MD-80 Series.
- w. AMCPAM 24-2 V4 ADD-E, Civil Reserve Air Fleet Load Planning – Boeing (McDonnell-Douglas) MD-90 Series.

C. AIRCRAFT UTILIZATION

When planning for full aircraft utilization, the planner will apply the following criteria:

1. Aircraft will be configured and loaded to maximum capacity using the Allowable Cabin Load (ACL), passenger limits, and aircraft load specifications found in Figures V-2 through V-23. For further assistance, contact an affiliated Air Mobility Control Unit (AMCU) or deployed Contingency Response Force.
2. Accurate ACL information is subject to variables such as type of mission, destination, distance, weather, operational priorities, airfield conditions, and individual aircraft characteristics. For aircraft specific planning ACL refer to Air Force Pamphlet (AFPAM) 10-1403, Air Mobility Planning Factors. These characteristics can impact the efficiency and effectiveness of Air Mobility assets making it critical that units provide post-Joint Inspection (JI) final/updated load plans NLT 6 hours prior to aircraft departure.
3. To optimize utilization goals, build pallets to 100 percent by module type. If not possible, strive to achieve 90 percent of the gross weight and/or 80 percent of the pallet cube for each module type. Pallet module types listed by airframe, including configurations and limitations can be found in DTR Part II, Appendix ZZ. Pallet Utilization Goals can be found at https://www.my.af.mil/gcss-af/USAF/AFP40/d/s6925EC1353610FB5E044080020E329A9/Files/a4t/a4tc/cargo/precision/max_pallet_goals_by_aircraft.zip.
4. The configuration of vehicles and equipment to be air transported or air dropped must allow for emergency access from the front to the rear of the aircraft and safe loading and off-loading.
5. In aircraft loading, axle loads, wheel loads, tire footprint loads, and general floor loads, as determined from the plan view of the equipment, must conform to aircraft fuselage zone and compartment limitations. Detailed allowable load limits can be found in the aircraft Technical Order Dash 9. Units having extremely heavy or outsize equipment will emphasize this during

joint planning conferences and seek technical assistance prior to load planning. Palletized and platform limitations, along with aircraft roller load limits, must not be exceeded.

6. Use spread loading as a technique, whereby like capabilities of a given unit are distributed throughout the entire air flow versus on a single aircraft. For example, if a deploying unit's entire petroleum, oils, and lubricants capability is on one aircraft and the aircraft is lost because of weather or combat, the capability of the deploying unit would be severely limited.
7. Each item will be planned for placement aboard the aircraft so it can be rapidly loaded or offloaded. In such cases, the most efficient use of aircraft will be planned with the following exceptions:
 - a. Minimize floor-loaded cargo for aircraft carrying rolling stock.
 - b. Vehicles will normally be loaded on the aircraft facing the ramp. Also, trailers and towed equipment will be moved on the same aircraft as their prime mover.
 - c. Palletized cargo will be planned for placement aft of all rolling stock and passengers (aircraft weight and balance permitting).

D. PARACHUTE ELEMENT

Units assigned to parachute elements will:

1. Prepare aircraft load plans that reflect the tactical plan and comply with references of the United States Army's Techniques Publication (ATP) 4-48, Aerial Delivery, or other Service regulations.
2. Use the provisions of load planning shown herein and in Appendix O for the preparation of equipment and supplies for airdrop, except when those instructions conflict with requirements of the tactical plan.
3. Provide the necessary auxiliary equipment for airdrop of vehicles and equipment, such as platforms, parachutes, webbing straps, and energy-dissipating material to absorb impact shock and vibration.
4. Rig loads according to the technical orders and Service regulations.

E. AIR-LANDED ELEMENT

Units assigned to air-landed elements:

1. Will prepare aircraft load plans using ICODES.
2. Must be able to compute aircraft weight and balance to ensure fuel efficiency and safety of flight.
3. Will plan for the use of C-130s or Civil Reserve Air Fleet as basic aircraft for the movement of all equipment and general cargo that can be transported by those aircraft.
4. Will plan for the use of C-5 and C-17 aircraft for outsize equipment, plus other equipment and general cargo, to make full use of floor space and/or ACL.
5. Will assign a minimum of two passengers to function as cargo/equipment custodian in case a portion of the load is downloaded en route to the final destination.
6. Must be familiar with proper pallet build up and aircraft contour restrictions.
7. Will ensure each self-propelled vehicle has at least one qualified operator (not required on civil aircraft cargo missions).
8. Must be familiar with the ATTLA certification website: <https://intelshare.intelink.gov/sites/attla>.

9. Will use the passenger, baggage weights, and aircraft planning factors found in Figures V-2 through V-23 this regulation, Part I, Chapter 103 and AFI 11-2 (MDS Specific) Volume 3 Addenda A, and AFPAM 10-1403. (Normally, passenger bags will be palletized or loaded aboard the aircraft as secondary loads in vehicles.) Load planners will allocate cargo compartment floor space to load rucksacks aboard the aircraft. The standard planning passengers/baggage weight for contingency operations is 400 lbs. per passenger. This includes passengers (210 lbs. each), baggage and combat gear (190 lbs. each) ([Figure V-23](#)).
10. Must be able to determine hazardous material compatibility.
11. Must be familiar with passenger restrictions associated with the movement of hazardous cargo.
12. Will determine planning weight and dimensions for all vehicles and equipment to be loaded. These planning weights are to be used only in the pre-planning airlift allocation process. Actual weights must be used when submitting final load plans.
13. Normally, will plan to load trailers and semi-trailers in the same aircraft as their prime movers. In cases where it is impossible to load trailers on the same chalk with prime movers (because of aircraft limitations), a prime mover will need to be available at the embarkation/debarkation field to on/off-load the trailer. A prime mover will also need to be available at the on-load airfield when re-deploying to load the trailer.
14. Will ensure the equipment items are complete in type, quantity, and configuration and the weight, dimensions, and number of packages of supplies are correct.
15. Will ensure the number of personnel indicated in the planned loads accurately describes the unit's readiness for movement and is the same as the movement data reported to the force commander or major command.
16. After submission of movement data and planning of aircraft loads, will ensure any replacement of equipment items is reflected in a corrected movement data report.
17. Will ensure all cargo documentation is complete IAW this regulation, Part III, Appendix H, and Part II.
18. Update post-JI weights and other load factors on the final load plan and submit the load plan to 618th AOC/TACC via email to tacc.fm.do@us.af.mil. The subject line must be in the following format: Subject: Departure ICAO – Mission Number (for example, KDOV – PVRA75477241). This update is crucial and must be submitted NLT 6 hours prior to aircraft departure to ensure flight managers are able to perform final aircraft mission planning, calculate fuel loads, and any other necessary duties.

F. SUBSTITUTE AIRCRAFT LOADING PROCESS

This loading situation requires unit equipment to be aligned by type item and positioned according to priority in the line. Passengers are separated from the equipment and processed as required on a seat-available basis (except drivers, assistant drivers, and cargo custodians). This procedure is used when there is an unexpected change in aircraft or aircraft type, and time constraints dictate a rapid, efficient completion of the move. For example, an operation is progressing on schedule with C-17s when an unexpected event (such as earthquake relief) takes place and the C-17s are used immediately in support of that event. A change of aircraft (on an as-available basis) is needed to complete the assigned mission. For that loading, the following procedures will apply:

1. All cargo is arranged according to M-series (Military Design) or type items.
2. Passengers will be held in a holding area with a predetermined number on hand at all times. Passengers will have ready access of baggage and personal equipment and be prepared to depart.

3. Loads will be determined and selected upon notification of estimated time of arrival, type, and number of aircraft arriving.
4. Load plans will be prepared listing serial number, bumper number, or Transportation Control Number (TCN) of the items to be airlifted (according to a transported force directed priority) on the cargo and passenger manifests (load plan). A transported unit representative must assist the load planner.
5. After the load plan is complete and all cargo and equipment for the chalk is present, cargo will be aligned in loading sequence by serial number. The JI will then be conducted using a DD Form 2133, Joint Airlift Inspection Record, in accordance with (IAW) this regulation, Part III, Appendix O.
6. Once the cargo is load planned, the number of seats available is determined. The passenger holding area will be notified and passengers will be manifested and segregated by load.
7. Cargo goes to the aircraft with cargo and passenger manifests IAW this regulation.
8. The passenger holding area is notified when to escort passengers to the aircraft. This is an efficient method of processing both cargo and passengers when there is uncertainty as to the type of aircraft to be used.

G. TYPE LOADING

Identical type loads simplify the planning process and make the tasks of load planning easier. The type load method is the most common and widely accepted method of air movement planning. This method is often used in planning unit moves. Consider the following when type loading:

1. Load configuration
2. Load condition upon arrival
3. Rapid unloading
4. Aircraft unloading
5. Security requirement en route
6. Operational requirements.

H. PREPARATION AND USE OF DD FORM 2130 SERIES

1. These forms are designed for use in load planning in the event a load planner does not have access to ICODES. Except for the aircraft diagram, the forms are the same. The front of the form serves as a load-planning sheet. Sidewall seats are shown on the C-130, C-17, and KC-135 aircraft diagrams and will be marked through with an “X” when seats are to be filled with passengers.
2. The DD Form 2130 series includes:
 - a. DD Form 2130-1, C-5A/B Load Plan (with Cargo Pallet Positions), [Figure V-3](#).
 - b. DD Form 2130-2, C-130 E/H/J Load Plan (with Cargo Pallet Positions), [Figure V-5](#).
 - c. DD Form 2130-4, C-160 Transall Load Plan (with Cargo Pallet Positions), [Figure V-8](#).
 - d. DD Form 2130-5, DC 10-10/30CF Load Plan (Side 1 with Cargo Pallet Positions), [Figure V-9](#).
 - e. DD Form 2130-6, KC-10A Load Plan (with 17 Cargo Pallet Positions), [Figure V-11](#).

- f. DD Form 2130-7, KC-10A Load Plan (with 23 Cargo Pallet Positions), [Figure V-12](#).
 - g. DD Form 2130-8, DC 8-50 Series F/CF Load Plan (with Cargo Pallet Positions), [Figure V-13](#).
 - h. DD Form 2130-9, DC 8-61/71-63/73F/CF Load Plan (with Cargo Pallet Positions), [Figure V-14](#).
 - i. DD Form 2130-10, DC 8-62CF Load Plan (with Cargo Pallet Positions), [Figure V-15](#).
 - j. DD Form 2130-11, B707-300C Load Plan (with Cargo Pallet Positions), [Figure V-16](#).
 - k. DD Form 2130-12, B747-100F/200C/200F Load Plan, [Figure V-17](#).
 - l. DD Form 2130-13, C-17 Load Plan (with Cargo Pallet Positions), [Figure V-19](#).
 - m. DD Form 2130-14, KC-135 Load Plan (with Cargo Pallet Positions), [Figure V-21](#).
 - n. DD Form 2130-15, C-130J (Stretch) Load Plan (with Cargo Pallet Positions), [Figure V-7](#).
 - o. DD Form 2130C, Aircraft Load Plan Continuation Sheet, [Figure V-22](#).
3. Preparation instructions for the completion of DD Form 2130 series are as follows:
- a. Block 1: UNIT BEING AIRLIFTED. Enter the name or number of unit being airlifted.
 - b. Block 2: UNIT IDENTIFICATION CODE. Enter the six-character, alphanumeric-unique code assigned to the unit being airlifted. Deploying units may also use the unit line number (ULN) in this block.
 - c. Block 3: TYPE MOVEMENT PLAN. Enter the operation or exercise name. If it is a Special Assignment Airlift Mission (SAAM), enter the SAAM number. If it is a contingency, enter the plan number and whether it is inter-theater or intra-theater airlift. Enter “CLASSIFIED” if there is any doubt about associating the type of movement with detailed load information on the unit (e.g., if the Plan Identification Number is listed).
Caution: The association of an exercise name, SAAM sequence number, contingency name, or operation plan number with the other information on this form may cause this form to become classified up to TOP SECRET.
 - d. Block 4: MOVEMENT DATE. Enter the date of the airlift (DDMMYY). **NOTE:** All airlift times are specified in Greenwich Mean Time (Zulu time zone).
 - e. Block 5: UNIT AIRCRAFT LOAD NUMBER. Enter the number identifying the specific load and the total loads to be airlifted for a particular unit (e.g., 5 of 47).
 - f. Block 6: MISSION NUMBER. The assigned mission number goes here. (Mobility force personnel normally complete this.)
 - g. Block 7: AIRCRAFT SERIAL NUMBER. The last five digits of the aircraft tail number go here. (Mobility force personnel normally complete this.)
 - h. Block 8: CONFIGURATION. This is for the proper aircraft configuration that satisfies mission requirements. Basic aircraft configuration tables are found in Air Force Instruction (AFI) 11-2C-130, Volume 3, Addendum A, [C-130 Operations Configuration/Mission Planning](#), AFI 11-2C-130J, Volume 3, Addendum A, [C-130J Operations Configuration/Mission Planning](#), AFI 11-2C-17 Volume 3, Addendum A, [C-17 Configuration and Mission Planning](#), AFI 11-2C-5 Volume 3, Addendum A, [C-5 Operations Configurations and Mission Planning](#), AFI 11-2KC-135 Volume 3, Addendum A, [C/KC-135 Aircraft Configuration](#), AFI 11-2KC-10V3, Addendum A, and Chapter 25, [KC-10 Aircraft Configuration](#). (Mobility force personnel normally complete this.)

- i. Block 9: DEPARTURE AIRFIELD. Enter the actual geographical name of the departure airfield. If the departure is classified, enter “CLASSIFIED”.
- j. Block 10: DESTINATION AIRFIELD. Enter the actual geographical name of the arrival airfield. If the destination is classified, enter “CLASSIFIED”.
- k. Block 11: ACTUAL LOADOUT. The aircraft diagram schematic scale is 1/4 inch = 3 feet or scale 1:144 cm. The actual position of cargo being airlifted will be shown on the diagram using DoD-approved cargo load planning templates. Contact any of the AMCUs listed in Chapter 303, Paragraph C.2.b.(1)(g), for further guidance. Vehicles will be backed into C-130/C-17 for ease of offload. If it is necessary to drive a vehicle into the aircraft, explain in the Remarks Section, Block 11d, of the load plan.
 - (1) Column 11(a): LOAD SEQUENCE. Enter the order items will be loaded aboard aircraft (completed by deploying unit load planners). This order may be changed when circumstances dictate. The general sequencing rule is from front to rear of aircraft. Passengers do not receive a sequence number.
 - (2) Column 11(b): ITEM MODEL AND NOMENCLATURE/ DESCRIPTION. Enter a text description of the item (e.g., M818 5-ton tractor or CH-53E helicopter). A common or generic description may be used when shipping classified items.
 - (3) Column 11(c): TRANSPORTATION CONTROL NUMBER (TCN) or VEHICLE PACKAGE NUMBER/SERIAL NUMBER/INCREMENT NUMBER. Enter the 17-digit TCN (e.g., MSEABACR200110XXX), bumper number, license number, or serial number (e.g., HQ 16 or 76B2050).
 - (4) Column 11(d): REMARKS (Special Handling, Shoring).
 - (5) REMARKS CODES (from Column 11(h). Enter any pertinent information about shoring requirements, reduction in height requirements, or hazardous cargo.
 - (6) OTHER. This is for information not covered in the remarks code pertaining to the item (e.g., some helicopters may require special approach shoring or use of code 4 in Column 11(d), which would require an “arrow” in the “other remarks” column showing position and orientation of item inside the aircraft).
 - (7) Column 11(e): DIMENSIONAL DATA. Enter the length, width, and height of all the rolling stock and equipment to be transported on the aircraft. Do not use data plate dimensions. Physically measure the item to ensure it fits in the desired aircraft envelope.
 - (8) Column 11(f): PLANNED LOAD DATA. Enter the planned length, width, height (in inches), and gross weight (in pounds [lbs]) based on the most current available Unit Movement Data. Also record the fuselage station (position in aircraft) and simplified moment. Simplified moment permits the load planner to reduce the amount of numerical digits accumulated during the mathematical process associated with airlift planning. As airlift cargo capability increases, moments accrued during the calculation of aircraft load Center of Balance (CB) also increase. To simplify a given moment, the load planner moves the decimal point a given number of spaces to the left depending upon which type aircraft is being used. Use following simplifications for aircraft:

C-130E/H/J, C-130J-30, KC-135, C-160	1,000 (3 digits left)
KC-10A, DC-10-10/30CF	10,000 (4 digits left)
C-17, B707-300C, DC8-62CF	10,000 (4 digits left)
DC8-50F/CF, DC8-61/71-63/73FCC	10,000 (4 digits left)
C-5A/B, B747100F/200C/200F/400F	100,000 (5 digits left)

Example: A moment of 7305560 on a C-130 aircraft would be simplified to 7306. As the example depicts, the simplified moment method can be related to standard rounding-off rules.

- (9) Column 11(g): ACTUAL LOAD DATA. Enter the weight obtained by physically weighing the item on scales in current calibration. Also record the fuselage station (position in aircraft) and the simplified moment, and recompute the load CB. If the actual CB changes more than 10 inches from the planned CB position, ensure aircraft limitations are not exceeded.
- (10) Column 11(h): REMARKS CODES. Choose the codes and enter them in Column 11(d).
- l. Block 12: PASSENGERS SEATS PLANNING DATA. Enter the number of total seats used in the “Number Seats” section (in this example, 12 is entered).

12. PASSENGER SEATS PLANNING DATA		
NUMBER SEATS	AVG. WEIGHT (Pounds Each)	TOTAL PLANNED WT.
12	210	2,520

Also enter the average weight used per an individual for planning purposes and the total weight of the planned passenger load. This is for use during the planning phase of the movement. To estimate passenger weights, see [Figure V-23](#). The load planner or unit movement officer will furnish the actual number of passengers and the total passenger weight.

- m. Block 13: TOTAL WEIGHT/MOMENT FROM BACK. Enter the total planned load weight and moments from the reverse side in Block 11(f), “Gross Weight and Moment” columns. Enter the total actual load weight and moments from the reverse side in Block 11(g), “Gross Weight and Moment” columns. Record the total weight and moment from the reverse to Blocks 11(f) and 11(g).
- n. Block 14: TOTALS. Compute the sum of the figures in the Gross Weight and Moment columns for both Blocks 11(f) and 11(g), and Block 13. To obtain the load CB station, divide the total moment by the total gross weight; for example, $6107 \div 68190 = 896$.
- o. Block 15(a): LOAD PLANNED BY: Enter the date the load plan was certified and the name, grade, organization, and signature of the individual responsible for planning or initiating the cargo load plan. Planning officials must be qualified load planners or graduates of the AMC Affiliation Airlift Planners Course; the United States Army Air Deployment Planning Course at Fort Eustis, Virginia; the United States Marine Corps Expeditionary Warfare Training Group, Pacific, Air Movement Planning Course (K-8A-3558) at Naval Air Base Coronado, California; 101st Airborne Division Strategic Deployment School in Fort Campbell, Kentucky; or 82d Airborne Division Air Movement Operation School in Fort Liberty, North Carolina.
- p. Block 15(b): LOAD APPROVED BY. Enter date load plan validated, name, grade, organization, and signature of individual validating plan in actual load plan block. Actual plan certification will not be accomplished until the actual load plan is completely filled out and verified. The load plan validator must be an authorized representative of the mobility force or the aircrew loadmaster.

4. Distribution. A minimum of seven copies is required for movement, with one copy to each of the following:
 - a. Departure airfield mobility force
 - b. Departure Airfield Operations
 - c. Loading team chief
 - d. Aircraft loadmaster or Boom Operator
 - e. Arrival airfield mobility force
 - f. Planeload/troop commander
 - g. Arrival Airfield Operations.

NOTE: Additional copies may be required for customs and foreign clearances on missions operating outside the United States.

I. PREPARATION AND USE OF DD FORM 2130-5

1. DD Form 2130-5, DC 10-10/30CF Load Plan (Figure V-9) is for use in load planning cargo to be airlifted by DC 10-10/30CF aircraft during unit moves other than AMC channel missions. Side 1 is for the DC 10-30CF, and side 2 is for the DC 10-10CF. Use DD Form 2130C, Aircraft Load Plan Continuation (Figure V-22) for cargo manifesting. Complete the appropriate form in seven copies and distribute it as indicated in Paragraph H.4, above. The preparation instructions are as follows:
 - a. Block 1: UNIT BEING AIRLIFTED. Enter the name or number of the unit being airlifted.
 - b. Block 2: UNIT IDENTIFICATION CODE. Enter the six-character, alphanumeric-unique code assigned to unit being airlifted. The deploying unit may also use the ULN in this block.
 - c. Block 3: TYPE MOVEMENT PLAN. Enter the operation or exercise name. Enter the SAAM number for SAAMs. If it is a contingency, enter the plan number and whether it is inter-theater or intra-theater airlift. Enter “CLASSIFIED” if any doubt exists when associating the type of movement with the detailed unit load information (i.e., if the Plan Identification Number is listed).

Caution: Association of an exercise name, SAAM sequence number, contingency name, or operation plan number with other information on this form may cause this form to become classified up to TOP SECRET.
 - d. Block 4: MOVEMENT DATE. Enter the date of the airlift (DDMMYY).

NOTE: All airlift times are specified in Greenwich Mean Time (Zulu time zone).

 - e. Block 5: UNIT AIRCRAFT LOAD NUMBER. Enter the number identifying the specific load and the total number of loads to be airlifted for a particular unit (e.g., 5 of 47).
 - f. Block 6: MISSION NUMBER. The assign mission number goes here. (Air carrier or mobility force personnel normally complete this.)
 - g. Block 7: AIRCRAFT SERIAL NUMBER. The last five digits of the aircraft tail number go here. (Air carrier or mobility force personnel normally complete this.)
 - h. Block 8: CONFIGURATION. (Optional entry.) This aircraft has no predetermined configurations. Plain remarks, such as “20 seats/10 pallets” may be used.

- i. Block 9: DEPARTURE AIRFIELD. Enter the actual geographical name of the departure airfield. If the departure is classified, enter “CLASSIFIED”.
- j. Block 10: DESTINATION AIRFIELD. Enter the actual geographical name of the scheduled arrival airfield. If the destination is classified, enter “CLASSIFIED”.
- k. Block 11: ACTUAL LOADOUT. The aircraft diagram schematic scale is 1/4 inch = 3 feet. The actual position of the cargo being airlifted will be shown on the diagram using DoD-approved cargo load-planning templates. Use the DD Form 2130C, Aircraft Load Plan Continuation (Figure V-22), for documenting load sequence, nomenclature, TCN, and remarks. Contact any of the AMCUs or AMCFs listed in Chapter 303, Paragraph C.2.b.(1)(g), for further guidance.
- l. Block 12: PASSENGERS SEATS PLANNING DATA. Enter the number of total seats used in the “Number Seats” section (in this example, 12 is entered).

12. PASSENGER SEATS PLANNING DATA		
NUMBER SEATS	AVG. WEIGHT (Pounds Each)	TOTAL PLANNED WT.
12	210	2,520

Also enter average weight used per individual for planning purposes and the total weight of the planned passenger load. This is for use during the planning phase of the movement. To estimate passenger weights, see Figure V-23. The load planner or unit movement officer will furnish the actual number of passengers and the total passenger weight.

- m. Block 13: TOTAL WEIGHT/MOMENT. Enter the total planned load weight and moments from the reverse side in Block 11(f), “Gross Weight and Moment” columns. Enter the total actual load weight and moments from the reverse side in Block 11(g), “Gross Weight and Moment” columns.
- n. Block 14: TOTALS. Compute the sum of the figures in the “Sub Totals Gross Weight and Moment” columns, both Blocks 11(f) and 11(g), on the DD Form 2130C and enter it in Block 14. To obtain load CB station, divide the total moment by the total gross weight; for example, $6107 \div 68190 = 896$.
- o. Block 15(a): LOAD PLANNER. Enter the date load plan was certified and the name, grade, organization, and signature of the individual responsible for planning or initiating the cargo load plan. Planning officials must be qualified load planners or graduates of the AMC Affiliation Airlift Planners Course; the United States Army Air Deployment Planning Course at Fort Eustis, Virginia; the United States Marine Corps Expeditionary Warfare Training Group, Pacific, Air Movement Planning Course (K-8A-3558) Naval Air Base Coronado, California; 101st Airborne Division Strategic Deployment School at Fort Campbell, Kentucky; or 82d Airborne Division Air Movement Operation School at Fort Liberty, North Carolina.
- p. Block 15(b): ACTUAL LOAD PLAN VALIDATOR. Enter the date the load plan was validated and the name, grade, organization, and signature of the individual validating the load plan in the actual load plan block. Actual load plan certification will not be accomplished until the actual load plan is completely filled out and verified. The load plan validator must be an authorized representative of the mobility force or the air crew loadmaster.

NOTE: For air-drop loads, graduates of the Fort Gregg-Adams Parachute Riggers Course may certify the load plan.

J. PASSENGER MANIFESTING PROCEDURES

For information regarding passengers manifesting, see DTR Part I, Chapter 103.



618th Tanker Airlift Control Center
International Clearance Branch
618 TACC/XOCZD
COMM: (618) 229-3008 (DSN: 779)
Scott Air Force Base, Illinois 62225

Purpose: Coordinate ORGANIC aircraft clearance requests for missions with hazardous cargo.

Instruction:

1. This worksheet **MUST** be filled out **COMPLETELY** in order for the International Clearance Branch to coordinate diplomatic clearances.
2. Refer to the Foreign Clearance Guide for lead time requirements (Take into account countries that must be overflown to get to destination).
3. Mission identification **MUST** be the **ORIGINATING** mission number, not the mission identification number at the point of onload.
4. Submit this worksheet **NLT** two days **PRIOR** to the longest country lead time; take into account weekends and US/foreign holidays.
5. Flying organizations submitting TACC Service Requests with hazardous cargo must attach a copy of this worksheet directly to the Service Request in DCAP.

NOTE 1 FOR AMMUNITION, FLARES, ETC., Pieces = number of boxes, not units (e.g. 5 boxes, not 2500 rounds);

NOTE 2 Use four letter ICAO for onload and offload (e.g. Inidilk AB = LTAG)

NOTE 3 Bahrain & UAE require hazardous cargo items be detailed by the piece and identify the weight in kilograms. Each item must be listed separately. (e.g. If you have a package of 10 batteries, the weight of the box in kilograms must be identified on this form)

NOTE 4 For Iraq, UK, and Ireland, fill out "General Description" of hazardous cargo. (example: F16 Engine, Generator, Humvee, etc.)

NOTE 5 Munitions of war must be reported to the United Kingdom, Ireland, Sweden, and Iraq. Identify those items in the "General Description" column. (examples: guns, gun barrels, tank, helicopter, etc.);

NOTE 6 Required for Class 1 cargo destined for any airfield in the UAE or overflight of UAE

For Official Use Only

Originating Mission Number: Aircraft Call Sign: Unit: POC NAME: POC DSN PHONE: POC EMAIL: Comments:

HAZARDOUS CARGO AIRCRAFT AND MUNITIONS OF WAR CLEARANCE REQUEST

Proper Shipping Name	See NOTE 4 & 5 TCN/General Description	UN #	See NOTE 1		See NOTE 3	See NOTE 3	Class and Div	See NOTE 2	See NOTE 2
			Pieces or Packages	Weight in Pounds	Weight in Kilograms	N.E.W. in Kilograms		Onload ICAO	Offload ICAO
AEROSOLS, NON-FLAMMABLE	FB4479122X11231XX//CORN STARCH	UN1950	16	120	54.55		2,2	FTTJ	LFOE
AMMUNITION, SMALL ARMS	FB4479122X11231XX//5.56 MM BALL	UN0012	2	130	59.09	5.62	1,45	FTTJ	LFOE
BATTERIES, WET, FILLED WITH ACID	FB4479122X11232XX//CAR BATTERY	UN2794	5	46	20.91		8	FTTJ	LFOE
BATTERIES, WET, FILLED WITH ALKALI	FB4479122X11233XX//2AA BATTERIES	UN2795	5	25	11.36		8	FTTJ	LFOE
ENVIRONMENTALLY HAZARDOUS SUBSTANCES, LIQUID, N	FB4479122X11234XX//OIL	UN3082	1	10	4.55		9	FTTJ	LFOE
FIRE EXTINGUISHERS	FB4479122X11235XX//FIRE EXTINGUISHERS	UN1044	12	110	50.00		2,2	FTTJ	LFOE
PAINT	FB4479122X11236XX//RED PAINT	UN1263	6	65	29.55		3	FTTJ	LFOE
VEHICLES, FLAMMABLE LIQUID POWERED	FB4479122X11231//HUMVEE	UN3166	1	4862	2210.00		9	FTTJ	LFOE

Figure V-1. Hazardous Diplomatic (HAZ DIP) Clearance Worksheet

C-5 PLANNING DATA	
Maximum Takeoff Weight:	769,000 lbs
Normal Operating Weight:	374,000 lbs
Peacetime Planning ACL*:	150,000 lbs
Wartime Planning ACL*:	175,000 lbs
CARGO COMPARTMENT:	
Length - 1736 inches	Width - 228 inches**
	Height - 162 inches **
CARGO AREA:	
From Fuselage Station 511-1976 (main cargo floor), from Station 395-511 (aircraft forward ramp), and from Station 1976-2131 (aircraft aft ramp). NOTE: 463L pallets loaded in pallet positions 1, 2, 35, and 36 (forward and aft ramps) will have a 14-inch access aisle which will extend from the outboard edge of pallet to the vertical stacking line of the cargo.	
VEHICLE LOADING -- MAXIMUM WEIGHTS:	
Aircraft Ramps	
Station 395-517 and Station 1971-2131:	3,600 lbs in any 20-inch length.
Station 511-724 and 1884-1971:	20,000 lbs in any 40-inch length.
Station 724-1884*****:	36,000 lbs in any 40-inch area.
PASSENGER CARGO LOADING:	
Maximum allowable using HCU-7/E and HCU-15/C nets.	
Pallet positions 3 thru 34	10,355 lbs ***
Pallet positions 1, 2, 35, and 36 (ramps	7,500 lbs each ***
Height of pallet positions 1 thru 34	96 inches ****
Height of pallet positions 35 and 36	70 inches **/****
PASSENGER LOADING:	
Airline seats (permanently installed):	73 passengers/troops
Airline seats (additional seat kit):	267 passengers/troops
Web passenger seats:	Not Available
Paratroops:	73 paratroops
Litter patients (plus medical crew):	Not Available
Full sidewall seats only:	Not Available
NOTE: When 20 or more troops are transported aboard the C-5, a baggage pallet(s) will be used.	
MAXIMUM ON OVER-WATER FLIGHTS:	329 passengers
NOTES:	
1. * Maximum payload is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (3500 Nautical Miles (NM)) and is shown primarily for information. It includes the weight of any passengers carried. Do not use unless cargo density is known to be high and physical characteristics of cargo would permit full use of compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on wind factors. If tankers can be provided with aerial refueling qualified aircrews, the C-5 can airlift maximum payload (145.5 Short Tons) over any critical leg.	
2. ** Cargo must be six inches from sides and top of aircraft. Aft Ramp cargo height is restricted to 70 inches.	
3. *** Includes weight of cargo, pallet and nets.	
4. **** Maximum height allowed.	
5. ***** Side-by-side or multiple wheeled vehicles axles loaded between F.S. 1458 and F.S. 1518 are limited to a combined maximum weight of 25,000 pounds. Tracked type vehicles are excluded from this restriction.	

Figure V-2. C-5 Planning Data

C-130 PLANNING DATA	
Maximum Takeoff Weight:	155,000 lbs
Normal Operating Weight:	88,000 lbs
Peacetime Planning ACL*:	25,000 lbs
Wartime Planning ACL*:	38,800 lbs
CARGO COMPARTMENT:	
Length - 624 inches (612" usable)	Width - 123 inches**
Height - 108 inches**	
CARGO AREA:	
From Fuselage Station 257-742 (main cargo floor) and from Station 742-869 (aircraft ramp).	
VEHICLE LOADING:	
35-inch tread ways extend entire length of cargo compartment (FS 257 to 867)	
MAXIMUM AXLE WEIGHTS:	
Station 257-337 and Station 682-737:	6,000 lbs per individual axle.
Station 337-682:	13,000 lbs per individual axle.
Aircraft Ramp (Station 737-869):	3,500/2,500 lbs (see note)
NOTE: Single axle of 3,500 lbs (provided it is the only item on the ramp) or multiple axles of 2,500 lbs each. In any case, maximum allowable weight on the ramp is 4,664 lbs when aircraft rails and rollers are installed.	
PALLETIZED CARGO LOADING: Maximum allowable using 463L pallets and nets.	
Pallet positions 1-4:	10,355 lbs ***
Pallet positions 5:	8,500 lbs ***
Pallet positions 6 (ramp):	4664 lbs ***
Height of pallet positions 1-5:	96 inches ****
Height of pallet position 6:	76 inches ****
PASSENGER LOADING (-):	
Airline seats plus one comfort pallet:	40 passengers
Web passenger seats:	90 passengers
Paratroops:	64 paratroops
Litter patients (plus medical crew):	72 litters
Full sidewall seats only:	41 passengers
MAXIMUM ON OVER-WATER FLIGHTS:	74 passengers

Figure V-4. C-130 (Short) Planning Data

NOTES:

1. * Maximum payload is computed without regard to cargo density. It is limited only by structural limitations or critical leg fuel and is shown primarily for information. It includes weight of any passengers carried. It should not be used unless cargo density is known to be high and physical characteristics of cargo would permit full use of the compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on wind factors.
2. ** Maximum heights are as follows. 102 inches for large, single items of cargo placed on pallets. 100 inches for palletized, netted cargo connected. 100 inches for single, palletized, netted cargo weighing no more than 8,000 lbs. 96 inches for single, palletized, netted cargo weighing no more than 10,000 lbs. All heights are measured from the surface of the pallet. Maximum height for cargo located forward of fuselage station 381 or positioned on the airplane ramp is restricted to 76 inches. In terms of width, cargo must be 14 inches from the sides of the airplane, without passengers. Without dual rails installed, the cargo compartment floor is limited to 105 5/8 inches wide. Maximum height for other-than-palletized cargo located on the aircraft is restricted to 80 inches. **Note:** Standard 20-foot ocean containers are 102 inches high and may be moved with pre-planning and coordination.
3. *** Includes weight of cargo, pallet, and nets.
4. **** Maximum height allowed. An 18-inch aisle must be provided on the left-hand side of pallets positioned in pallet position six. A minimum of 6-inch aisle must be provided on the left-hand side of pallets positioned in the wheel well area (pallet positions three and four).
5. (+) Maximum weight on aircraft ramp is 5,000 lbs, including weight of aircraft dual rails and rollers.
6. (-) Any passenger load requires a minimum of one loadmaster in cargo compartment; two if more than 40 passengers are carried.
7. (-) Width of cargo affects use of sidewall seats. If vehicle exceeds 76 inches wide, seats will be available only on one side of aircraft if wide cargo can be loaded off-center to right side of aircraft. Cargo widths over 96-inches, no passenger seats are available beside the cargo.
8. (-) Passengers will NOT occupy seats less than 30 inches from strapped/netted cargo.
9. (-) Aisleways: Pallet Positions three and four (Wheel Well). A minimum 6-inch safety aisle must be provided on the left-hand side of pallets positioned in the wheel well area. Pallet Position six (Ramp). To allow for the use of the toilet facility, an 18 X 18-inch cut-out must be provided on the forward, left corner of pallets loaded on the ramp. Also, a 6-inch safety aisle must be provided aft of the toilet facility. NOTE: Certain aircraft models have the toilet facility located on the right side of aircraft. If possible, coordinate with mobility force personnel to determine which model will be used. When this information cannot be obtained, recommend an 18-inch aisle along entire length of ramp pallet. This will enable pallet to be rotated to meet the requirement for the toilet facility and safety aisle.

RESTRAINT:

1. Pallets are restrained to aircraft by detent locks. If pallet is properly built and nets installed correctly, no additional restraint is required.
2. Tie-down rings which have a 10,000 lb. rated capacity are installed in 20-inch grid pattern on the cargo floor.
3. 25,000 lb. tie-down rings are not available when dual rail system is installed. (Exception: Two, 25,000 lb. tie-down rings are located just forward of the ramp hinge.)
4. Tie-down rings located on aircraft ramp and cargo compartment walls have a rated strength of 5,000 lb.
5. Tie-down rings mounted on the aircraft dual rails at 10,000 lb.
6. Aircraft carry a specified complement of tie-down equipment, adequate for most loads.

Figure V-4. C-130 (Short) Planning Data (Cont'd)

1. UNIT BEING AIRLIFTED (Name or Number)		2. UNIT IDENTIFICATION CODE		3. TYPE MOVEMENT PLAN		4. MOVEMENT DATE		5. UNIT AIRCRAFT LOAD NO.		PAGE OF PAGES																																																				
6. MISSION NUMBER		7. AIRCRAFT SERIAL NUMBER		8. CONFIGURATION		9. DEPARTURE AIRFIELD		10. DESTINATION AIRFIELD																																																						
11. ACTUAL LOADOUT																																																														
SCALE: 1/4 INCH = 3 FEET																																																														
a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION		d. REMARKS REMARKS CODE (From col. h.) OTHER REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES (For use in col. d.)																																																
					TOTAL (in inches) LENGTH WIDTH HEIGHT			GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (1,000)	GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (1,000)																																																	
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td colspan="3">12. PASSENGER SEATS PLANNING DATA</td> <td colspan="9">13. TOTAL WEIGHT/MOMENT FROM BACK</td> </tr> <tr> <td>NUMBER SEATS</td> <td>AVG. WEIGHT (Pounds Each)</td> <td>TOTAL PLANNED WT.</td> <td colspan="3">14. TOTALS</td> <td colspan="3">LOAD CB STATION</td> <td colspan="3">LOAD CB STATION</td> </tr> <tr> <td colspan="2">15a. LOAD PLANNER</td> <td>DATE CERTIFIED</td> <td colspan="5">TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER</td> <td colspan="5">SIGNATURE</td> </tr> <tr> <td colspan="2">15b. ACTUAL LOAD PLAN VALIDATOR</td> <td>DATE CERTIFIED</td> <td colspan="5">TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR</td> <td colspan="5">SIGNATURE</td> </tr> </table>												12. PASSENGER SEATS PLANNING DATA			13. TOTAL WEIGHT/MOMENT FROM BACK									NUMBER SEATS	AVG. WEIGHT (Pounds Each)	TOTAL PLANNED WT.	14. TOTALS			LOAD CB STATION			LOAD CB STATION			15a. LOAD PLANNER		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER					SIGNATURE					15b. ACTUAL LOAD PLAN VALIDATOR		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR					SIGNATURE					1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED: 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING (IDD Form 1387-2) 6. HAZARDOUS MATERIAL CERTIFICATION (Shippers Declaration for Dangerous Goods) 7. MAXIMUM FUEL: 7A 3/2 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED 9. VENT KIT REQUIRED
12. PASSENGER SEATS PLANNING DATA			13. TOTAL WEIGHT/MOMENT FROM BACK																																																											
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DD FORM 2130-2, JUN 2016 PREVIOUS EDITION IS OBSOLETE, C-130 E/H/J LOAD PLAN																																																														

Figure V-5. DD Form 2130-2, C-130 E/H/J Load Plan (with Cargo Pallet Positions)

C-130J-30 (STRETCH) PLANNING DATA	
Maximum Takeoff Weight:	Normal 164,000 lbs/Alternate 175,000
Normal Operating Weight:	92,000 lbs
Peacetime Planning ACL*:	34,000 lbs
Wartime Planning ACL*:	45,000 lbs
CARGO COMPARTMENT:	
Length - 796 inches (779" usable)	Width - 123 inches**
Height - 108 inches**	
CARGO AREA:	
From Fuselage Station 345-1017 (main cargo floor) and from Station 1025-1141 (aircraft ramp).	
VEHICLE LOADING:	
35-inch tread ways extend entire length of cargo compartment (FS 345 to 1141)	
MAXIMUM AXLE WEIGHTS:	
Station 345-537 and Station 882-1017:	6,000 lbs per individual axle.
Station 537-882:	13,000 lbs per individual axle.
Aircraft Ramp (Station 1017-1141):	3,500/2,500 lbs (see note)
NOTE: Single axle of 3,500 lbs (provided it is the only item on the ramp) or multiple axles of 2,500 lbs each. In any case, maximum allowable weight on the ramp is 5,000 lbs when aircraft rails and rollers are installed.	
PALLETIZED CARGO LOADING: Maximum allowable using 463L pallets and nets.	
Pallet positions 1-6:	10,355 lbs ***
Pallet positions 7:	8,500 lbs ***
Pallet positions 8 (ramp):	5,000 lbs ***
Height of pallet positions 1-7:	96 inches ****
Height of pallet position 8:	77 inches ****
PASSENGER LOADING (-):	
Airline seats plus one comfort pallet:	60 passengers
Web passenger seats:	128 passengers
Paratroops:	92 paratroops
Litter patients (plus medical crew):	97 litters
Full sidewall seats only:	62 passengers
MAXIMUM ON OVER-WATER FLIGHTS:	138 passengers (passengers and crew)

Figure V-6. C-130J-30 (Stretch) Planning Data

NOTES:

1. * Maximum payload is computed without regard to cargo density. It is limited only by structural limitations or critical leg fuel and is shown primarily for information. It includes weight of any passengers carried. It should not be used unless cargo density is known to be high and physical characteristics of cargo would permit full use of the compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on wind factors.
2. ** Maximum heights are as follows. 103 inches for large, single items of cargo placed on pallets. 100 inches for palletized, netted cargo connected. 100 inches for single, palletized, netted cargo weighing no more than 8,000 lbs. 96 inches for single, palletized, netted cargo weighing no more than 10,000 lbs. All heights are measured from the surface of the pallet. Maximum height for cargo positioned on the airplane ramp is restricted to 77 inches. In terms of width, cargo must be 14 inches from the sides of the airplane, without passengers. Without dual rails installed, the cargo compartment floor is limited to 105 5/8 inches wide. Maximum height for other-than-palletized cargo located on the aircraft is restricted to 80 inches. **Note:** Standard 20-foot ocean containers are 102 inches high and may be moved with pre-planning and coordination.
3. *** Includes weight of cargo, pallet, and nets.
4. **** Maximum height allowed. An 18-inch aisle must be provided on the left-hand side of pallets positioned in pallet position eight. A minimum of 6-inch aisle must be provided on the left-hand side of pallets positioned in the wheel well area (pallet positions three and four).
5. (+) Maximum weight on aircraft ramp is 5,000 lbs, including weight of aircraft dual rails and rollers.
6. (-) Any passenger load requires a minimum of one loadmaster in cargo compartment; two if more than 40 passengers are carried.
7. (-) Width of cargo affects use of sidewall seats. If vehicle exceeds 76 inches wide, seats will be available only on one side of aircraft if wide cargo can be loaded off-center to right side of aircraft. Cargo widths over 96-inches, no passenger seats are available beside the cargo.
8. (-) Passengers will NOT occupy seats less than 30 inches from strapped/netted cargo.
9. (-) Aisleways: Pallet Positions four and five (Wheel Well). A minimum 6-inch safety aisle must be provided on the left-hand side of pallets positioned in the wheel well area. Pallet Position eight (Ramp). To allow for the use of the toilet facility, an 18 X 18-inch cut-out must be provided on the forward, right corner of pallets loaded on the ramp. Also, a 6-inch safety aisle must be provided aft of the toilet facility.

RESTRAINT:

1. Pallets are restrained to aircraft by detent locks. If pallet is properly built and nets installed correctly, no additional restraint is required.
2. Tie-down rings which have a 10,000 lb. rated capacity are installed in 20-inch grid pattern on the cargo floor.
3. 25,000 lb. tie-down rings are not available when dual rail system is installed. (Exception: Two, 25,000 lb. tie-down rings are located just forward of the ramp hinge.)
4. Tie-down rings located on aircraft ramp and cargo compartment walls have a rated strength of 5,000 lb.
5. Tie-down rings mounted on the aircraft side rails at 10,000 lb.
6. Aircraft carry a specified complement of tie-down equipment, adequate for most loads.

Figure V-6. C-130J-30 (Stretch) Planning Data (Cont'd)

1. UNIT BEING AIRLIFTED (Name or Number)		2. UNIT IDENTIFICATION CODE		3. TYPE MOVEMENT PLAN		4. MOVEMENT DATE		5. UNIT AIRCRAFT LOAD NO.	
6. MISSION NUMBER		7. AIRCRAFT SERIAL NUMBER		8. CONFIGURATION		9. DEPARTURE AIRFIELD		10. DESTINATION AIRFIELD	
11. ACTUAL LOADOUT		SCALE: 3/8 INCH = 5 FEET							
		<p>NOTE</p> <ul style="list-style-type: none"> ▲ INDICATES TIE-FACING TIEDOWN RINGS MOUNTED ON THE SIDE RAILS, MAXIMUM LOAD IS 10,000 POUNDS IN ANY DIRECTION. ● SOCKET FOR INSTALLATION OF EITHER TIEDOWN RING OR SNATCH BLOCK, MAXIMUM LOAD IS 25,000 POUNDS IN ANY DIRECTION. SOCKET PLUGS MUST BE REMOVED TO INSTALL TIEDOWN RINGS OR SNATCH BLOCKS. SOME OF THESE SOCKETS ARE COVERED BY NORMALLY INSTALLED EQUIPMENT AND ARE NOT AVAILABLE FOR ROUTINE USE. ▲ SOCKET FOR INSTALLATION OF SNATCH BLOCK ONLY. SOCKET PLUGS MUST BE REMOVED TO INSTALL SNATCH BLOCKS. THESE SOCKETS ARE COVERED BY NORMALLY INSTALLED EQUIPMENT AND ARE NOT AVAILABLE FOR ROUTINE USE. 							
a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS REMARKS CODE (From col. h.) OTHER REMARKS	e. DIMENSIONAL DATA TOTAL (in inches) LENGTH WIDTH HEIGHT	f. PLANNED LOAD DATA GROSS WEIGHT (Total Pounds) FUSELAGE STATION MOMENT (1,000)		g. ACTUAL LOAD DATA GROSS WEIGHT (Total Pounds) FUSELAGE STATION MOMENT (1,000)		h. REMARKS CODES (For use in col. d.)
									1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTERLINE LOAD 3. SHORING REQUIRED: 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING (DD Form 1387-2) 6. HAZARDOUS MATERIAL CERTIFICATION (Shippers Declaration for Dangerous Goods) 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED 8B NOT PURGED 8B PURGED 9. VENT KIT REQUIRED
12. PASSENGER SEATS PLANNING DATA		13. TOTAL WEIGHT/MOMENT FROM BACK			LOAD CB STATION		LOAD CB STATION		
NUMBER SEATS	AVG. WEIGHT (Pounds Each)	TOTAL PLANNED WT.	14. TOTALS						
15a. LOAD PLANNER		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER			SIGNATURE			
15b. ACTUAL LOAD PLAN VALIDATOR		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR			SIGNATURE			

DD FORM 2130-15, JUN 2016

C-130J-30 LOAD PLAN

Adobe Professional X

Figure V-7. DD Form 2130-15, C-130J-30 (Stretch) Load Plan (with Cargo Pallet Positions)

1. UNIT BEING AIRLIFTED (Name or Number)		2. UNIT IDENTIFICATION CODE		3. TYPE MOVEMENT PLAN		4. MOVEMENT DATE		5. UNIT AIRCRAFT LOAD NO.		PAGE OF PAGES																																																																																																																																																																																																								
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DD FORM 2130-4, SEP 1998

PREVIOUS EDITION IS OBSOLETE.

Designed using Perform Pro, WHS/DIOR

C-160 LOAD PLAN

Figure V-8. DD Form 2130-4, C-160 Transall Load Plan (with Cargo Pallet Positions)

1. UNIT BEING AIRLIFTED (Name or Number)		2. UNIT IDENTIFICATION CODE		3. TYPE MOVEMENT PLAN		4. MOVEMENT DATE		5. UNIT AIRCRAFT LOAD NO. OF		PAGE OF PAGES	
6. MISSION NUMBER			7. AIRCRAFT SERIAL NUMBER		8. CONFIGURATION		9. DEPARTURE AIRFIELD		10. DESTINATION AIRFIELD		

11. ACTUAL LOADOUT SCALE: 1/4 INCH = 3 FEET

SIDE ONE - DC 10-30CF

C.B. CARBO PALLET POSITIONS

CARGO DOOR 141-152

DC 10-30CF FORWARD LOWER COMPARTMENT WITH 483L PALLET / SHORING SUB-FLOOR

CENTER LOWER COMPARTMENT ALL MODELS WITH 483L PALLET / SHORING

12. PASSENGER SEATS PLANNING DATA			13. TOTAL WEIGHT/MOMENT				LOAD CB STATION		LOAD CB STATION	
NUMBER SEATS	AVG. WEIGHT (Pounds Each)	TOTAL PLANNED WT.	14. TOTALS							
15a. LOAD PLANNER			DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER			SIGNATURE			
15b. ACTUAL LOAD PLAN VALIDATOR			DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR			SIGNATURE			

DD FORM 2130-5, SEP 1998 PREVIOUS EDITION IS OBSOLETE. Designed using Perform Pro, WHS/DIOR DC 10-10/30CF LOAD PLAN

Figure V-9. DD Form 2130-5, DC 10-10/30CF Load Plan (Side 1 with Cargo Pallet Positions)

1. UNIT BEING AIRLIFTED (Name or Number)		2. UNIT IDENTIFICATION CODE		3. TYPE MOVEMENT PLAN		4. MOVEMENT DATE		5. UNIT AIRCRAFT LOAD NO.		PAGE OF PAGES	
6. MISSION NUMBER		7. AIRCRAFT SERIAL NUMBER		8. CONFIGURATION		9. DEPARTURE AIRFIELD		10. DESTINATION AIRFIELD			
11. ACTUAL LOADOUT											
SCALE: 1/4 INCH = 3 FEET											
12. PASSENGER SEATS PLANNING DATA			13. TOTAL WEIGHT/MOMENT			LOAD CB STATION			LOAD CB STATION		
NUMBER SEATS	AVG. WEIGHT (Pounds Each)	TOTAL PLANNED WT.	14. TOTALS								
15a. LOAD PLANNER			DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER			SIGNATURE				
15b. ACTUAL LOAD PLAN VALIDATOR			DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR			SIGNATURE				

DD FORM 2130-5 (BACK), SEP 1998

DC 10-10/30CF LOAD PLAN

Figure V-9. DD Form 2130-5 (Reverse), DC 10-10/30CF Load Plan (Side 2 with Cargo Pallet Positions) (Cont'd)

KC-10A PLANNING DATA	
Maximum Takeoff Weight:	590,000 lbs
Normal Operating Weight:	252,000 lbs
Peacetime Planning ACL:	80,000 lbs
Wartime Planning ACL*:	148,600 lbs
NOTE: Maximum payload can only be carried at flight weight of 549,000 lbs or less. At maximum 1.8G flight weight of 585,000 lbs. Maximum ACL is 137,600 lbs.	
CARGO COMPARTMENT	
Length - 1508 inches	Width - 218 inches
***** Height - 108 inches **	
CARGO AREA:	
From Fuselage Station 496-2004 (main cargo floor). No lower lobe cargo capability.	
VEHICLE LOADING: MAXIMUM WEIGHTS: ****	
Station 630-1066:	4,500 lbs per individual axle
Station 1066-1175:	4,800 lbs per individual axle
Station 1175-1502:	3,200 lbs per individual axle
Station 1502-1937:	4,000 lbs per individual axle
PALLETIZED CARGO LOADING: Maximum allowable using HCU-7/E & HCU-15/c Nets	
Pallet positions 1 thru 6 (left and right):	6,500 lbs ***
Pallet positions 7 thru 11 (left and right):	10,000 lbs ***
Pallet positions 12 thru 13 (left and right):	6,500 lbs ***
Height of pallet positions 2 thru 10:	96 inches **
Height of pallet position 11 and 12:	96 inches **
PASSENGER LOADING:	
Airline seats (Code A):	8 passengers
Airline seats (Code B):	10 passengers
Airline seats (JA/ATT missions) (Code D):	65 passengers
Airline seats: (Increased Accommodation Kit):	69 passengers
Web passenger seats:	Not Available
Paratroops:	Not Available
Litter patients (plus medical crew):	Not Available
Full sidewall seats only:	Not Available
MAXIMUM ON OVER-WATER FLIGHTS:	69 passengers

Figure V-10. KC-10A Planning Data

NOTES:

1. * Maximum payload is computed without regard to cargo density, is limited only by aircraft structural limitations or critical leg fuel (4000 NM), and is shown primarily for information. It includes weight of any passengers carried and should not be used unless cargo density is known to be high and physical characteristics of the cargo would permit full use of compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on wind factors. Fuel offload requirements for aerial refueling missions may reduce cargo ACL allowable.
2. ** Cargo door height limits all cargo to 96 inches above surface of pallet. Cargo compartment curvature restricts normal pallet building techniques.
3. *** Includes weight of cargo, pallet, and nets or other tie-down equipment.
4. **** Maximum axle weights are predicated on a minimum separation of 48 inches.
5. ***** At 100 inches above the floor level, the compartment width is approximately 144 inches. Due to the curvature of the fuselage, the cargo compartment area forward and aft of the constant section diminishes in height and width.
6. The KC-10 does NOT have a floor loading capability. All cargo/baggage must be palletized or placed on a pallet subfloor.
 - a. Baggage must be palletized and considered as cargo. Hand-carried item must be fit under the seats. Troops will be allowed to hand carry their weapons and helmets. Other items that will not fit under the seats must be palletized, i.e., rucksacks, web belts, crew served weapons, etc.
 - b. Until further notice, pallet position 13 will not be offered for user cargo space. Space is required for aircraft ground servicing (crew chief) equipment.
 - c. External high reach stairs are required for all passenger loading/downloading. Upon user request, wide-body stair extenders may be brought in with the aircraft to be used with stands that reach 12 feet in height or higher.
 - d. Due to limited galley facilities, hot meal service should be limited to not more than 20 passengers. Box meals are recommended for all troop/passenger missions where meals are required.
 - e. When submitting an airlift request under Material Handling Support, the request must include a wide-body loader, stair case extended, or wide-body staircase when needed.
 - f. All KC-10s will have 125 straps, 150 chains, and 10 sets of pallet couplers.
 - g. Aircraft tow bar is required when aircraft will operate into/out of airfields where like tow bars are not available.

Figure V-10. KC-10A Planning Data (Cont'd)

1. UNIT BEING AIRLIFTED (Name or Number)		2. UNIT IDENTIFICATION CODE		3. TYPE MOVEMENT PLAN		4. MOVEMENT DATE		5. UNIT AIRCRAFT LOAD NO.		PAGE OF PAGES	
6. MISSION NUMBER			7. AIRCRAFT SERIAL NUMBER		8. CONFIGURATION		9. DEPARTURE AIRFIELD		10. DESTINATION AIRFIELD		

11. ACTUAL LOADOUT

SCALE: 1/4 INCH = 3 FEET

KC-10A 1AK CONFIGURATION 75 SEATS
 17 - PALLET COMPARTMENT ARRANGEMENT

C.B. CARGO PALLET POSITIONS

1011 1120 1229 1338 1447 1556 1665 1774 1883

APO STATION

LEGEND

- NORMALLY NOT USED FOR CARGO
- CRYOGENIC VENT
- AIR REFUELING OPERATORS STATION

215 396 439 490 530 570 610 650 690 730 770 810 852 878 910 930 970 1010 1050 1090 1130 1170 1210 1250 1290 1330 1370 1410 1450 1490 1530 1570 1610 1650 1690 1730 1770 1810 1850 1890 1930 1946

a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES (For use in col. d.)		
			REMARKS CODE (From col. h.)	OTHER REMARKS	TOTAL (In inches)			GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (10,000)	GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (10,000)			
LENGTH	WIDTH	HEIGHT														
12. PASSENGER SEATS PLANNING DATA													13. TOTAL WEIGHT/MOMENT FROM BACK			
NUMBER SEATS	AVG. WEIGHT (Pounds Each)	TOTAL PLANNED WT.	14. TOTALS										LOAD CB STATION	LOAD CB STATION		
15a. LOAD PLANNER		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER					SIGNATURE								
15b. ACTUAL LOAD PLAN VALIDATOR		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR					SIGNATURE								

DD FORM 2130-6, SEP 1998

PREVIOUS EDITION IS OBSOLETE.

Designed using Perform Pro, WWS/DOR

KC-10A LOAD PLAN (17 Pallets Configuration)

Figure V-11. DD Form 2130-6, KC-10A Load Plan (with 17 Cargo Pallet Positions)

1. UNIT BEING AIRLIFTED (Name or Number)		2. UNIT IDENTIFICATION CODE		3. TYPE MOVEMENT PLAN		4. MOVEMENT DATE		5. UNIT AIRCRAFT LOAD NO.		PAGE OF PAGES				
6. MISSION NUMBER		7. AIRCRAFT SERIAL NUMBER		8. CONFIGURATION		9. DEPARTURE AIRFIELD		10. DESTINATION AIRFIELD						
11. ACTUAL LOADOUT														
SCALE: 1/4 INCH = 3 FEET														
a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES (For use in col. d.)
			REMARKS CODE (From col. h.)	OTHER REMARKS	TOTAL (In inches)	GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (10,000)	GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (10,000)			
					LENGTH	WIDTH	HEIGHT							1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED: 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING (DD Form 1387-2) 6. HAZARDOUS MATERIAL CERTIFICATION (Shippers Declaration for Dangerous Goods) 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED NOT PURGED 8B PURGED 9. VENT KIT REQUIRED
12. PASSENGER SEATS PLANNING DATA			13. TOTAL WEIGHT/MOMENT FROM BACK									LOAD CB STATION	LOAD CB STATION	
NUMBER SEATS	AVG. WEIGHT (Pounds Each)	TOTAL PLANNED WT.	14. TOTALS											
15a. LOAD PLANNER		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER				SIGNATURE							
15b. ACTUAL LOAD PLAN VALIDATOR		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR				SIGNATURE							

DD FORM 2130-7, SEP 1998 PREVIOUS EDITION IS OBSOLETE. Designed using Perform Pro, WHS/DICR KC-10A LOAD PLAN (23 Pallets Configuration)

Figure V-12. DD Form 2130-7, KC10A Load Plan (with 23 Cargo Pallet Positions)

1. UNIT BEING AIRLIFTED (Name or Number)		2. UNIT IDENTIFICATION CODE		3. TYPE MOVEMENT PLAN		4. MOVEMENT DATE		5. UNIT AIRCRAFT LOAD NO.		PAGE OF PAGES					
6. MISSION NUMBER			7. AIRCRAFT SERIAL NUMBER		8. CONFIGURATION		9. DEPARTURE AIRFIELD		10. DESTINATION AIRFIELD						
11. ACTUAL LOADOUT															
SCALE: 1/4 INCH = 3 FEET															
a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES (For use in col. d.)	
			REMARKS CODE (From col. h.)	OTHER REMARKS	TOTAL (In inches)			GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (10,000)	GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (10,000)		
					LENGTH	WIDTH	HEIGHT								1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED: 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING (DD Form 1387-2) 6. HAZARDOUS MATERIAL CERTIFICATION (Shippers Declaration for Dangerous Goods) 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED 8B NOT PURGED 8C PURGED 9. VENT KIT REQUIRED
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14. TOTALS															
15a. LOAD PLANNER		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER					SIGNATURE							
15b. ACTUAL LOAD PLAN VALIDATOR		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR					SIGNATURE							

DD FORM 2130-8, SEP 1998 PREVIOUS EDITION IS OBSOLETE. Designed using Perform Pro. WHS/DIOR DC 8-50 SERIES F/CF LOAD PLAN

Figure V-13. DD Form 2130-8, DC8-50 Series F/CF Load Plan (with Cargo Pallet Positions)

1. UNIT BEING AIRLIFTED (Name or Number)		2. UNIT IDENTIFICATION CODE		3. TYPE MOVEMENT PLAN		4. MOVEMENT DATE		5. UNIT AIRCRAFT LOAD NO.		PAGE OF PAGES				
6. MISSION NUMBER		7. AIRCRAFT SERIAL NUMBER		8. CONFIGURATION		9. DEPARTURE AIRFIELD		10. DESTINATION AIRFIELD						
11. ACTUAL LOADOUT														
SCALE: 1/4 INCH = 3 FEET														
a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES (For use in col. d.)
			REMARKS CODE (From col. h.)	OTHER REMARKS	TOTAL (In inches)			GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (10,000)	GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (10,000)	
					LENGTH	WIDTH	HEIGHT							1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED: 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING (DD Form 1387-2) 6. HAZARDOUS MATERIAL CERTIFICATION (Shippers Declaration for Dangerous Goods) 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED 8B NOT PURGED 8C PURGED 9. VENT KIT REQUIRED
12. PASSENGER SEATS PLANNING DATA		13. TOTAL WEIGHT/MOMENT FROM BACK												
NUMBER SEATS	AVG. WEIGHT (Pounds Each)	TOTAL PLANNED WT.	14. TOTALS											
15a. LOAD PLANNER		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER					SIGNATURE						
15b. ACTUAL LOAD PLAN VALIDATOR		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR					SIGNATURE						

DD FORM 2130-9, SEP 1998

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Designed Using Perform Pro, WHS/DIOR

DC 8-61/71-63/73F/CF LOAD PLAN

Figure V-14. DD Form 2130-9, DC-8-61/71-63/73F/CF Load Plan (with Cargo Pallet Positions)

1. UNIT BEING AIRLIFTED (Name or Number)		2. UNIT IDENTIFICATION CODE		3. TYPE MOVEMENT PLAN		4. MOVEMENT DATE		5. UNIT AIRCRAFT LOAD NO.		PAGE OF PAGES				
6. MISSION NUMBER		7. AIRCRAFT SERIAL NUMBER		8. CONFIGURATION		9. DEPARTURE AIRFIELD		10. DESTINATION AIRFIELD						
11. ACTUAL LOADOUT SCALE: 1/4 INCH = 3 FEET														
<p style="text-align: center;">DC 8-62 CF C.B. CARGO PALLET POSITIONS</p> <p style="text-align: center;">306 395 484 573 662 751 840 929 1018 1107 1196 1285 1374 1473</p> <p style="text-align: center;">1 2 3 4 5 6 7 8 9 10 11 12 13 14</p> <p style="text-align: center;">CARGO DOOR 140 x 85</p> <p style="text-align: center;">227.8 262 290 330 370 410 450 490 530 570 610 650 690 730 770 810 850 890 930 970 1010 1050 1090 1130 1170 1210 1250 1290 1330 1370 1410 1450 1490 1527</p>														
a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES (For use in col. d.)
			REMARKS CODE (From col. h.)	OTHER REMARKS	TOTAL (In inches)			GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (10,000)	GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (10,000)	
						LENGTH	WIDTH	HEIGHT						1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED: 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING (DD Form 1387-2) 6. HAZARDOUS MATERIAL CERTIFICATION (Shippers Declaration for Dangerous Goods) 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED 8B NOT PURGED 8C PURGED 9. VENT KIT REQUIRED
12. PASSENGER SEATS PLANNING DATA			13. TOTAL WEIGHT/MOMENT FROM BACK											
NUMBER SEATS	AVG. WEIGHT (Pounds Each)	TOTAL PLANNED WT.	14. TOTALS											
15a. LOAD PLANNER			DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER					SIGNATURE					
15b. ACTUAL LOAD PLAN VALIDATOR			DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR					SIGNATURE					

DD FORM 2130-10, SEP 1998

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DC 8-62CF LOAD PLAN

Figure V-15. DD Form 2130-10, DC8-62CF Load Plan (with Cargo Pallet Positions)

1. UNIT BEING AIRLIFTED (Name or Number)		2. UNIT IDENTIFICATION CODE		3. TYPE MOVEMENT PLAN		4. MOVEMENT DATE		5. UNIT AIRCRAFT LOAD NO.		PAGE OF PAGES				
6. MISSION NUMBER		7. AIRCRAFT SERIAL NUMBER		8. CONFIGURATION		9. DEPARTURE AIRFIELD		10. DESTINATION AIRFIELD						
11. ACTUAL LOADOUT SCALE: 1/4 INCH = 3 FEET														
<p style="text-align: center;">B 707-300C</p> <p style="text-align: center;">C.B. CARGO PALLET POSITIONS</p> <p style="text-align: center;">286 375 464 553 642 731 820 909 998 1087 1176 1265 1354</p> <p style="text-align: center;">222 250 290 330 370 410 450 490 530 570 610 650 690 730 770 810 850 890 930 970 1010 1050 1090 1130 1170 1210 1250 1290 1330 1370 1410 1450</p>														
a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES (For use in col. d.)
			REMARKS CODE (From col. h.)	OTHER REMARKS	TOTAL (in inches)			GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (10,000)	GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (10,000)	
					LENGTH	WIDTH	HEIGHT							1. OFF CENTER: 1A RIGHT 1B LEFT 2. CENTER LINE LOAD 3. SHORING REQUIRED: 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL 4. MUST BE POSITIONED IN DIRECTION OF ARROW 5. SPECIAL HANDLING (DD Form 1387-2) 6. HAZARDOUS MATERIAL CERTIFICATION (Shippers Declaration for Dangerous Goods) 7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK 8. EQUIPMENT DRAINED/PURGED: 8A DRAINED 8B NOT PURGED 8C PURGED 9. VENT KIT REQUIRED
12. PASSENGER SEATS PLANNING DATA			13. TOTAL WEIGHT/MOMENT FROM BACK											
NUMBER SEATS	AVG. WEIGHT (Pounds Each)	TOTAL PLANNED WT.	14. TOTALS											
15a. LOAD PLANNER		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER					SIGNATURE						
15b. ACTUAL LOAD PLAN VALIDATOR		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR					SIGNATURE						

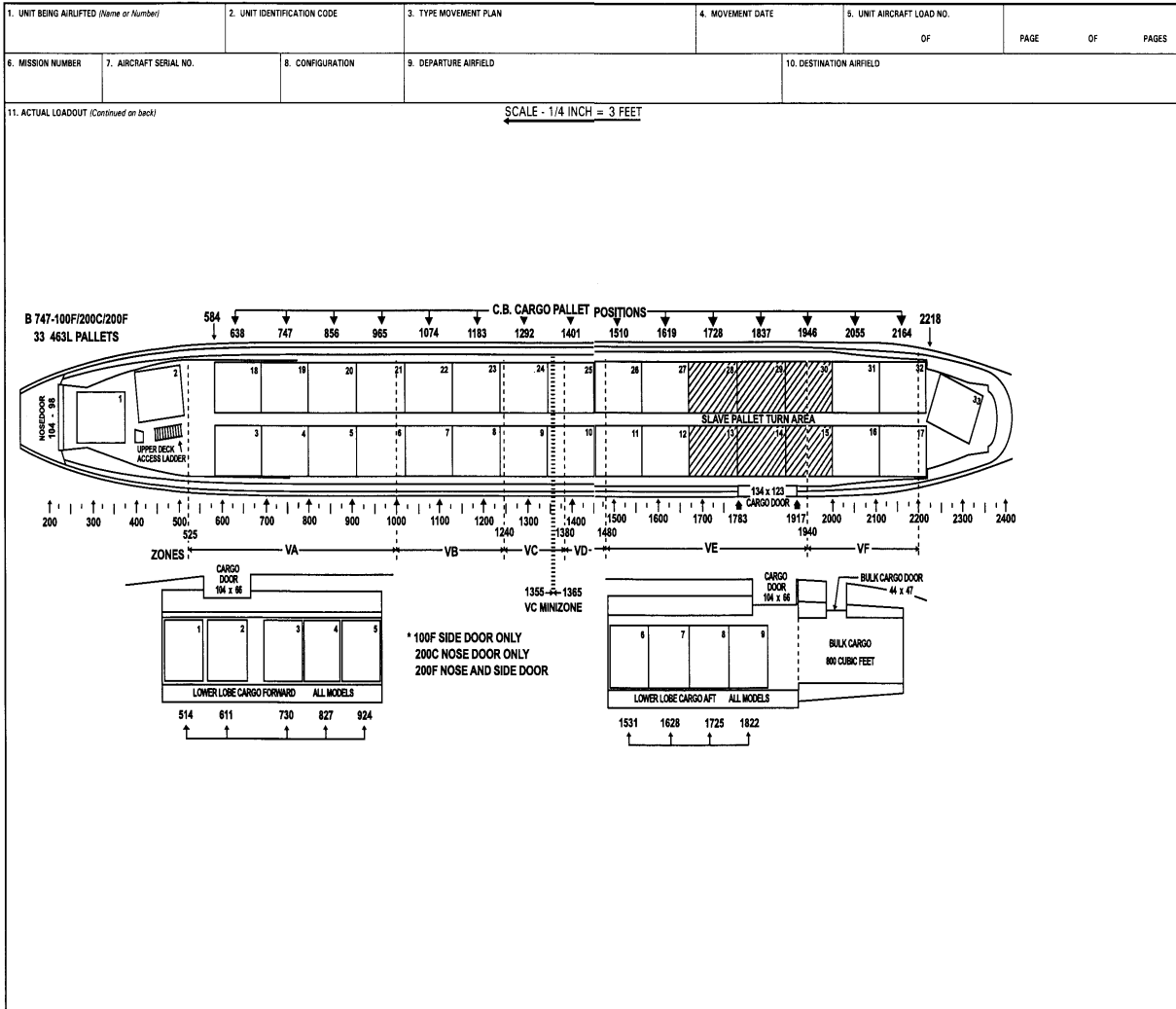
DD FORM 2130-11, SEP 1998

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B707-300C LOAD PLAN

Figure V-16. DD Form 2130-11, B707-300C Load Plan (with Cargo Pallet Positions)



DD FORM 2130-12, SEP 1998

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CARGO MANIFEST, B747-100F/200C/200F

Figure V-17. DD Form 2130-12, Load Plan B747-100F/200C/200F

C-17A PLANNING DATA		
Maximum Takeoff Weight:		585,000 lbs
Normal Operating Weight:		276,000 lbs
Peacetime Planning ACL:		130,000 lbs
CARGO COMPARTMENT:		
Length - 1056 inches	Width - 216 inches	Height - 148 inches**
CARGO AREA:		
From Fuselage Station 347-1165 (main cargo floor) and from Station 1165-1403 (aircraft ramp).		
VEHICLE LOADING: Maximum weights.		
Station 347-578 and Station 1073-1165		27,000 lbs per individual axle
Station 578-1073		36,000 lbs per individual axle
Aircraft Ramp (Station 1165-1403)		27,000 lbs per individual axle
PALLETIZED CARGO LOADING: Maximum allowables using HCU-7/E & HCU-15/C nets.		
Logistics rail system:		
(Pallet positions 1L-9L and 1R-9R):		10,355 ***
Aerial delivery system:		
(Pallet positions 1-11):		10,355 ***
Height of all pallet positions:		96 inches
PASSENGER LOADING:		
Permanently installed seats:		54 passengers
Onboard centerline seat kit:		48 passengers
Paratroops (maximum):		102 paratroops
Onboard litter capacity:		12 litters
Additional litter capacity:		36 passengers
MAXIMUM ON OVER-WATER FLIGHTS:		102 passengers
NOTES:		
1. * The maximum payload is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (2500NM) and is shown primarily for information. It includes weight on any passengers carried. It should not be used unless cargo density is known to be high and physical characteristics of cargo would permit full use of compartment space. Flight route segments less than critical leg distances may allow for more or less ACL, depending on wind factors. If tanker support can be provided with aerial refueling qualified aircrews, the C-17 can airlift maximum payload over any critical leg.		
2. ** Aft of fuselage Station 937 cargo compartment height is 162 inches. Cargo must be six inches from sides and top of aircraft.		
3. *** Includes weight of cargo, pallet, nets.		
4. Any passenger load requires a minimum of one loadmaster in the cargo compartment; two if more than 40 passengers are carried.		
5. Passengers will NOT occupy a seat closer than 30 inches from strapped or netted cargo.		
6. Width of cargo affects use of sidewall seats. Cargo/vehicle widths less than 157 inches, seats will be available on both sides on the cargo, cargo/vehicle widths of 157 to 192 inches, seats will be available on one side of the aircraft only. Cargo/vehicle widths 193 inches and greater, no seats will be available beside the cargo.		

Figure V-18. C-17 Planning Data

1. UNIT BEING AIRLIFTED (Name or Number)		2. UNIT IDENTIFICATION CODE		3. TYPE MOVEMENT PLAN		4. MOVEMENT DATE		5. UNIT AIRCRAFT LOAD NO.		PAGE OF PAGES					
6. MISSION NUMBER			7. AIRCRAFT SERIAL NUMBER		8. CONFIGURATION		9. DEPARTURE AIRFIELD		10. DESTINATION AIRFIELD						
11. ACTUAL LOADOUT															
a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES (For use in col. d.)	
			REMARKS CODE (From col. h.)	OTHER REMARKS	TOTAL (in inches)			GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (10,000)	GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (10,000)		
					LENGTH	WIDTH	HEIGHT								1. OFF CENTER: 1A RIGHT 1B LEFT
															2. CENTER LINE LOAD
															3. SHORING REQUIRED: 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL
															4. MUST BE POSITIONED IN DIRECTION OF ARROW
															5. SPECIAL HANDLING (DD Form 1387-2)
															6. HAZARDOUS MATERIAL CERTIFICATION (Shippers Declaration for Dangerous Goods)
12. PASSENGER SEATS PLANNING DATA		13. TOTAL WEIGHT/MOMENT FROM BACK													7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK
NUMBER SEATS	AVG. WEIGHT (Pounds Each)	TOTAL PLANNED WT.	14. TOTALS												8. EQUIPMENT DRAINED/PURGED: 8A DRAINED 8B NOT PURGED 8C PURGED
15a. LOAD PLANNER		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLANNER				SIGNATURE							9. VENT KIT REQUIRED	
15b. ACTUAL LOAD PLAN VALIDATOR		DATE CERTIFIED	TYPED/PRINTED NAME, GRADE, ORGANIZATION OF LOADPLAN VALIDATOR				SIGNATURE								

DD FORM 2130-13, SEP 1998

Designed using Perform Pro, WHS/DIOR

C-17 LOAD PLAN

Figure V-19. DD Form 2130-13, C-17 Load Plan (with Cargo Pallet Positions)

KC-135 PLANNING DATA	
Maximum Takeoff Weight:	322,500 lbs
Normal Operating Weight:	122,500 lbs
Peacetime Planning ACL:	30,000 lbs
CARGO COMPARTMENT:	
Length – 840 inches	Width – 129 inches
	Height – 84 inches
CARGO AREA:	
From Fuselage Station 440-1120 (main cargo floor). No lower lobe cargo capability.	
PALLETIZED CARGO LOADING:	
	Maximum allowable using HCU-7/E & HCU-15/C nets.
Pallet positions 1–6:	6,000 lbs
Height of pallet positions 1–6:	65 inches
PASSENGER LOADING:	
Airline seats:	56 passengers (when equipped)
Web passenger seats:	57 passengers (4 available with 6 pallets)
Litter patients (plus medical crew):	8 litters, 1 floor loaded
MAXIMUM ON OVER-WATER FLIGHTS:	57 passengers

Figure V-20. KC-135 Planning Data

1. UNIT BEING AIRLIFTED (Name or Number)		2. UNIT IDENTIFICATION CODE		3. TYPE MOVEMENT PLAN			4. MOVEMENT DATE		5. UNIT AIRCRAFT LOAD NO.		PAGE OF PAGES				
6. MISSION NUMBER		7. AIRCRAFT SERIAL NUMBER		8. CONFIGURATION		9. DEPARTURE AIRFIELD			10. DESTINATION AIRFIELD						
11. ACTUAL LOADOUT															
a. LOAD SEQUENCE	b. ITEM MODEL AND NOMENCLATURE/DESCRIPTION	c. TRANSPORTATION CONTROL NO. VEHICLE PACKAGE/SERIAL NO. INCREMENT NO.	d. REMARKS		e. DIMENSIONAL DATA			f. PLANNED LOAD DATA			g. ACTUAL LOAD DATA			h. REMARKS CODES (For use in col. d.)	
			REMARKS CODE (From col. h.)	OTHER REMARKS	TOTAL (in inches)			GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (Simplified)	GROSS WEIGHT (Total Pounds)	FUSELAGE STATION	MOMENT (Simplified)		
					LENGTH	WIDTH	HEIGHT								1. OFF CENTER: 1A RIGHT 1B LEFT
															2. CENTER LINE LOAD
															3. SHORING REQUIRED: 3A PARKING 3B ROLLING 3C SLEEPER 3D SPECIAL
															4. MUST BE POSITIONED IN DIRECTION OF ARROW
															5. SPECIAL HANDLING (DD Form 1387-2)
															6. HAZARDOUS MATERIAL CERTIFICATION (Shippers Declaration for Dangerous Goods)
															7. MAXIMUM FUEL: 7A 3/4 TANK 7B 1/2 TANK
															8. EQUIPMENT DRAINED/PURGED: 8A DRAINED 8B NOT PURGED 8B PURGED
															9. VENT KIT REQUIRED
															OTHER CONDITIONS: IDENTIFY IN COL. D(2)
11i. SUBTOTALS (To be included with Page 1, Item 14, Totals)								0		0		0		0	

DD FORM 2130C, SEP 1998 (EG)

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AIRCRAFT LOAD PLAN CONTINUATION

Figure V-22. DD Form 2130C, Aircraft Load Plan Continuation Sheet

1. General. Actual weights will always be used when manifesting passengers on commercial aircraft. Actual weights should be used for DoD organic aircraft. Use of standard planning weights is authorized on DoD organic aircraft for contingencies or wartime situations only where time does not allow for obtaining actual weights.
2. Standard Planning Weights. The following will be used as planning weights for combat equipped troops being deployed on DoD organic aircraft:
 - a. Passengers with web gear and weapon or with carry-on baggage:
 - (1) Combat: 210 lbs
 - (2) Training: 210 lbs
 - b. Passengers with web gear, weapon, and rucksack or combat equipment/tools:
 - (1) Combat: 300 lbs
 - (2) Rucksacks: Training 40 lbs; combat 80 lbs
 - c. Passengers with duffel bag, web gear, weapon, and rucksack or with duffel bag and combat equipment or tools:
 - (1) Training: 350 lbs.
 - (2) Combat: 400 lbs
 - d. Parachutist with web gear, weapon, and rucksack:
 - (1) Training: 300 lbs
 - (2) Combat: 350 lbs
 - e. Parachutists with no weapon or equipment: 220 lbs.
Only under contingency or wartime situations when time does not permit obtaining actual weights will standard planning weights be used in lieu of actual weights for manifesting passengers or cargo on military aircraft.
If scales are not available, interrogated weights of individuals can be used.
3. The following weights will be used for planning the deployment of non-combat equipped troops on DoD organic aircraft:
 - a. Passenger with no bag: 175 lbs.
 - b. Passenger with hand-carried bag: 195 lbs.
 - c. Additional planning weights:
 - (1) Hand-carried weapon: 10 lbs.
 - (2) Mobility bags: 25 lbs.
 - (3) Mobility pack (mask, web gear, and helmet): 20 lbs.
 - (4) Tool Box: 55 lbs.
 - (5) Checked baggage: 70 lbs.
4. The following planning weights and procedures apply to individuals transported on AMC-chartered commercial aircraft:
 - a. Non-combatant equipped troops: 175 lbs.
 - b. Combat-equipped troops with carry-on bag only: 210 lbs.
 - c. Combat-equipped troops with web gear and weapon: 210 lbs.
 - d. Combat-equipped troops with web gear, weapon, and carry-on baggage: 230 lbs.
 - (1) These weights are for planning purposes only. NO standard body weights will be used for troops transported on commercial aircraft. Use actual scaled weights of individuals with uniform, boots, helmet, weapon, web gear, and hand-carried bag.
 - (2) If scales are not available, interrogated weights of individuals can be used. After asking each individual their weight, use the following additive item weights as necessary to determine total weight of the traveler:
 - (a) Boots: 5 lbs.
 - (b) Helmet: 5 lbs.
 - (c) Uniform: 5 lbs.
 - (d) Web gear: 12 lbs.
 - (e) Weapon: 10 lbs.
 - (f) Hand-carried bag: 20 lbs.

All items transported in the cargo compartment of a commercial aircraft must be weighed.

Figure V-23. Standard Planning Weights