



# C-130J SUPER HERCULES

ONE AIRCRAFT, MANY CAPABILITIES

New Acquisition



PREFLIGHT  
SMOKE DETECTOR  
FIRE PROTECTION TEST  
SENSOR DATA  
PUMP/OB MOM OVRD ON/OFF  
CHILD TEST  
MAIN MENU

PROP OVRSPD OVRD  
ENGINE 1  
ENGINE 2  
ENGINE 3  
ENGINE 4

CPM1  
V1 111.100 OFF HI  
V2 108.000 OFF HI  
STOP





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# C-130J SUPER HERCULES

There is no aircraft in history that matches the relevance and versatility of the C-130 Hercules. In continuous production longer than any other military aircraft, the C-130 has earned a reputation as a workhorse ready for any mission — anytime, anywhere. The C-130J Super Hercules offers superior performance and capabilities for every theater of operations today, with the ability to grow to meet future requirements.

## C-130J BY THE NUMBERS



1.8+  
MILLION

Flight Hours  
Logged



400+

C-130Js  
Delivered



21

C-130J  
Operators



18

Countries



17

Mission  
Variants



54

World Aviation  
Records Set by  
the C-130J



The C-130J Super Hercules has proven its reliable, efficient and can operate in the harsh environments of combat. This rugged aircraft is often the first aircraft in, touching down on austere landing strips before any other transport to provide humanitarian relief after natural disasters. The C-130J also counts capabilities as diverse as Special Operations, aerial refueling, firefighting, close air support, search and rescue and personnel recovery.

# OVERALL C-130 PROGRAM BY THE NUMBERS



24+  
MILLION

Flight Hours  
Logged



2,500+

C-130s  
Delivered



63

C-130  
Operators



69

Countries



100

Mission  
Variants



# VARIANTS

The Super Hercules is manufactured in four main configurations. The C-130J-30 is the most common cargo configuration used by air forces worldwide. The KC-130J is a short-body model with an integrated air-to-air refueling system. The C-130J-SOF configuration adds sensors and weapons for an international Special Operations aircraft. The LM-100J is the newest configuration: an FAA-certified\* version of the C-130J-30.

\*Certification is pending.

## C-130J-30

COMBAT DELIVERY



## KC-130J

AERIAL REFUELING



## C-130J-SOF

INTERNATIONAL  
SPECIAL OPERATIONS



# LM-100J

COMMERCIAL



# AIRCRAFT MODIFICATIONS

The C-130J Super Hercules is one of the most versatile airlifters in history. Lockheed Martin offers multiple modifications including airborne firefighting and maritime patrol.

FIREHERC



MARITIME PATROL



# ONE AIRCRAFT, MANY CAPABILITIES



## AERIAL REFUELING

### Supply Fuel

- Fixed wing aircraft including fighters and transports
- Tilt-rotor aircraft including the V-22
- Helicopters — U.S. and International
- Vehicles — New rapid ground refueling port

### Receive Fuel (Options)

- Receive fuel from a boom aerial tanker with the Universal Aerial Refueling Receptacle Slipway Installation (UARRSI)
- Receive fuel from a hose and drogue aerial tanker when equipped with an Aerial Refueling Probe Installation System (ARPIS)



## VIP SUPPORT

The C-130J can transport high-level personnel via roll-on/roll-off modular compartments or pallets. The modular compartments include self-contained environmental control for airline-like comfort.



## AIR DROP

The C-130J can airdrop loads of up to 42,000 lbs (19,051 kg) or use its high-floatation landing gear to land and deliver cargo on rough, dirt strips.

**Types of airdrops:** Low- and high-velocity cargo and personnel

**Methods of airdrops:** Extraction, gravity and door bundle



## MEDEVAC

The C-130J-30 has space for up to 97 litters with medical attendants. The Super Hercules can become an airborne emergency room with roll-on/roll-off pallets and modular compartments.





## CARGO DELIVERY

### Aft Ramp and Door

- Standard palletized and oversize cargo
- Utility helicopters
- Six-wheeled armored vehicles

### Rapidly Reconfigurable to Accommodate

- Pallets
- Floor-loaded material
- Airdrop systems
- Vehicles, personnel and fuel blivets



## ARCTIC SUPPORT

The C-130 travels as far south as Antarctica and as far north as the Greenland ice cap. Equipped with Teflon-coated skis, the LC-130 effortlessly lands on the cold terrain, making the Hercules the largest ski aircraft in the world.



## AERIAL SPRAY

The C-130J can apply insecticides, herbicides, pesticides, decontamination agents and chemical dispersants for oil spills. Available self-contained roll-on/roll-off systems require minimal permanent aircraft modification.



## FIREFIGHTING

Modular firefighting systems installed in the Super Hercules can drop thousands of gallons of fire retardant or water in just seconds. C-130J crews are able to fly over rugged mountainous terrain at low speeds to zoom in on targeted hot spots and drop fire retardant to assist firefighters below.



## HUMANITARIAN

The Hercules can touch down in austere landing zones often before any other responders to provide humanitarian relief after natural disasters. As just one example, in 2017, an integrated fleet of legacy C-130s, L-100s, C-130Js and LM-100Js played a major role in the humanitarian and disaster relief efforts after Hurricane Maria in Puerto Rico. Both military and commercial crews delivered vital supplies to communities impacted by this devastating storm.



# PERFORMANCE

As the world's premier tactical airlifter, the Super Hercules features tremendous lift capacity, long range and austere landing field capabilities.

## INCREASED PERFORMANCE AND EFFICIENCIES

Rolls-Royce AE 2100D3 engines and six-bladed GE-Dowty Aerospace R391 composite propellers improve aircraft performance over legacy C-130 aircraft.

- Greater takeoff thrust
- Increased maximum airspeed
- Carries greater payloads
- Operates out of shorter airfields
- Climbs faster and cruises at higher altitudes
- Operates at longer ranges
- Maintains power in high/hot day conditions

- Night vision compatible head-up primary flight display (HUD)
- Color, digital moving map
- Ground Collision Avoidance System (GCAS)
- Traffic Collision and Avoidance System (TCAS)
- Terrain Awareness and Warning System (TAWS)
- Computer monitored aircraft system
- Flight Management System (FMS)
- Inertial Navigation System (INS)
- Dual Global Positioning System (GPS) systems
- Low noise interphone system
- Communications, Navigation, Surveillance/Air Traffic Management (CNS/ATM)
- Multi-mode color radar
- Ground map
- Weather mode
- Wind shear detection
- Auto throttle



## NIGHT OPERATIONS

All C-130J variants are designed for night operations

- Flight station is fully-compliant with night vision goggles
- Infrared landing lights illuminate the landing zones for Night Vision Imaging System (NVIS) without visible lighting
- Infrared cargo compartment lighting emits no visible light outside the aircraft even with ramp and door open



## AUSTERE TAKE-OFFS AND LANDINGS

C-130J Super Hercules incorporates a proven on-board navigation system

- Guides the pilots to the proper landing site quickly and safely
- Operates at night and in adverse weather

Improved airfield operations

- Lands on unimproved surfaces, such as hard-packed dirt, gravel, grass or sand
- Propulsion system may operate in "Hotel" mode, feathering the propellers, reducing dust during ground operations

## COMBAT READY

**Self-Protection System:** Equipped with a radar warning receiver and missile warning receiver for alert and warning, and countermeasures for self-protection.

**Fuel Tank Inert:** Explosion Suppressive Foam installed into main and auxiliary fuel tanks for protection from ballistics penetration and lightning.

**Ballistic Protection:** Protection for the pilot/co-pilot seats, augmented crew station seats, crew bunk, loadmaster stations both forward and rear, paratroop door locations and liquid oxygen.

Built on the legacy of the basic C-130 design, the C-130J-30 features a large, unobstructed, fully-pressurized cargo hold that can be rapidly reconfigured for the carriage of troops, stretchers, passengers, or airdrops of troops and/or equipment into battle zones. The high wing design places the cargo floor at truck-bed height above the ground.



# C-130J-30



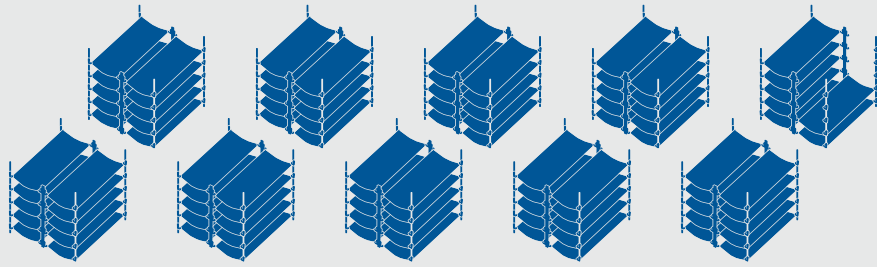
## ENHANCED CARGO HANDLING SYSTEM (ECHS)

The ECHS increases safety, air drop precision and reduces cargo bay reconfiguration time. Cargo pallets and ground handling equipment remain common.

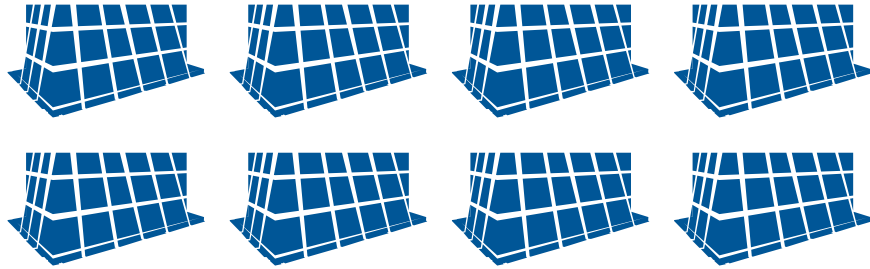
### Primary Components

- Electrically-actuated locks and vertical restraints
- Flip-to-stow roller conveyors
- Under floor variable speed winch
- Loadmaster console with Multi-function Control Display Unit (MCDU)
- Cargo door dual uplocks and actuators

97  
LITERS



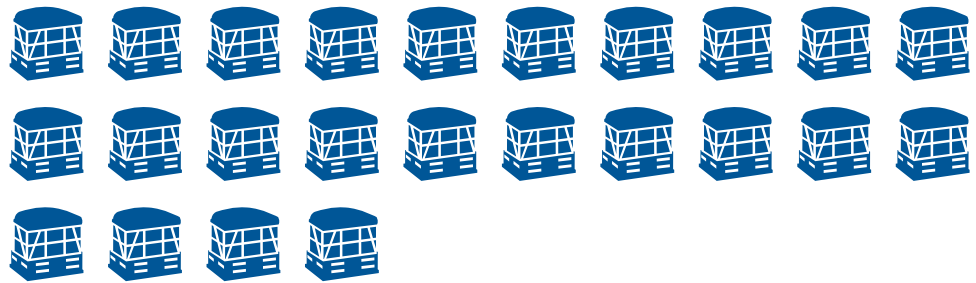
8  
PALLETS



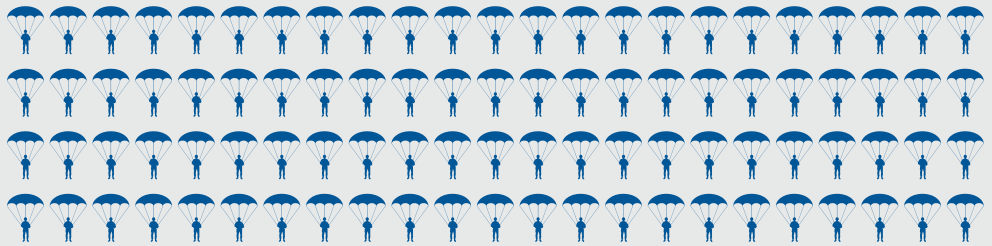
128  
COMBAT TROOPS



24  
CONTAINER DELIVERY  
SYSTEM BUNDLES



92  
PARATROOPS



## C-130J-30

Length.....112 ft 9 in/34.37 m  
Height .....38 ft 10 in/11.84 m  
Wingspan..... 132 ft 7 in/40.41 m  
Power Plant ..... four Rolls-Royce AE 2100D3  
GE-Dowty Aerospace R391  
6-blade propellers, all composite

Maximum take-off weight (2.5 g).....164,000 lb/74,389 kg  
Payload (2.5 g)\* ..... 50,000 lb/22,670 kg  
Operating weight empty..... 81,000 lb/36,740 kg  
Zero fuel weight\*\* ..... 131,000 lb/59,420 kg  
Landing distance (135,000 lb).....3,100 ft/945 m  
Range (40,000 lb payload) .....2,390 nm/4,425 km  
Maximum cruise speed.....355 KTAS/660 km/hr

\*Higher payload allowable with wing relieving fuel

\*\* Higher zero fuel weight allowable with wing relieving fuel



# KC-130J



## IN THE AIR

The KC-130J is a proven tanker design in use worldwide. It has a greater than 57,500 lb/8,455 U.S. gallon (26,082 kg/32,006 liters) fuel offload capacity using wing fuel and external tanks.



# KC-130J

Length..... 97 ft 9 in/29.61 m  
 Height ..... 38 ft 10 in/11.84 m  
 Wingspan..... 132 ft 7 in/40.41 m  
 Power Plant ..... four Rolls-Royce AE 2100D3  
 GE-Dowty Aerospace R391  
 6-blade propellers, all composite

Max take-off weight (2.5 g)..... 164,000 lb/74,389 kg  
 Payload (2.5 g)\* ..... 50,000 lb/22,670 kg  
 Operating weight empty ..... 81,000 lb/36,740 kg  
 Zero fuel weight\*\* ..... 131,000 lb/59,420 kg  
 Landing distance (135,000 lb) ..... 3,100 ft/945 m  
 Max cruise speed ..... 355 KTAS/660 km/hr

\*Higher payload allowable with wing relieving fuel  
 \*\* Higher zero fuel weight allowable with wing relieving fuel



## ON THE GROUND

The KC-130J can refuel jets, helicopters, land vehicles and fuel caches at 4,080 lb/600 U.S. gallons (1,850 kg/ 2,270 liters) per minute. While on the ground, its unique prop-feathering capability (called Hotel mode) can be engaged with the engines still running, which reduces prop blast on the ground by 90 percent.



# C-130J-SOF

The C-130J-SOF provides specialized intelligence, surveillance and reconnaissance (ISR) support, along with infiltration, exfiltration and re-supply of international Special Operations Forces (SOF) and equipment in hostile or denied territory. With added special mission equipment options, the C-130J-SOF can be configured to execute armed overwatch, precision strike, helicopter and vertical lift aerial refueling, psychological operations, high-speed/low-signature airdrop resupply, personnel recovery, forward area refueling point (FARP) operations and humanitarian/rescue operations. The C-130J-SOF is designed for global operators.



ARMED ISR, CLOSE AIR SUPPORT, TROOPS IN CONTACT



HIGH ALTITUDE MILITARY FREE FALL (MFF)



IN-FLIGHT REFUELING



FORWARD AREA REFUELING POINT (FARP)



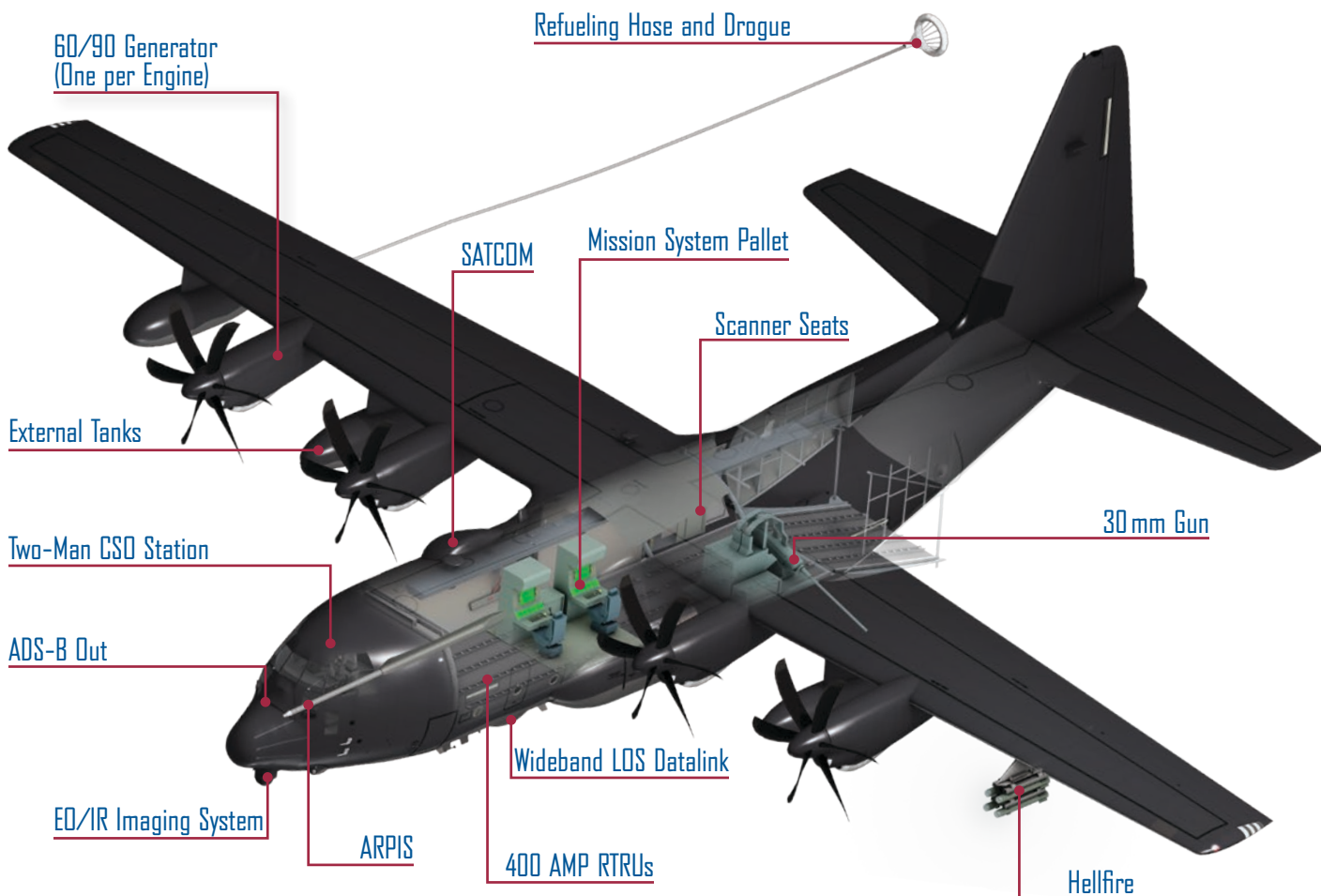
HELICOPTER, VERTICAL LIFT, FIGHTER AERIAL REFUELING



INFILTRATION/EXFILTRATION



# SPECIAL OPERATIONS AIRCRAFT OF THE 21ST CENTURY



The C-130J-SOF variant builds on our proven C-130J platform and features an EO/IR Imaging System for ISR, upgraded 60/90 KVA Generators and 400 AMP regulated transformer rectifier units (RTRU) that doubles the electrical capacity of the aircraft. The extra power supports future mission requirements, by providing growth provisions for tanker/receiver refueling and armed ISR. Changes to the baseline C-130J include the addition of an armor protection system and lower fuselage protection for damage tolerance; added crew position stations for a combat system operator (CSO) and scanner, automatic dependent surveillance-broadcast (ADS-B) out; and external fuel tanks for increased range/loiter time.

The armed ISR C-130J-SOF builds upon standard configuration provisions to increase effectiveness and lethality. It features a two-man CSO station and/or mission system roll-on/roll-off (RO/RO) pallet, a 30mm gun system, Hellfire air-to-surface missile system, aerial refueling probe installation system (ARPIS) refueling boom for extended range and loiter operations, satellite communication (SATCOM) system and wideband line of sight (LOS) datalink to improve command and control.

Additional options include defensive systems such as directed infrared countermeasures (DIRCM), the UARRSI boom capable in-flight refueling system, Block 8.1 upgrades, fighter, helicopter and vertical lift aerial refueling probe and drogue system, the ECHS and increased ullage for extended range/loiter.



## C-130J-SOF

Length..... 97 ft 9 in/29.61 m  
 Height..... 38 ft 10 in/11.84 m  
 Wingspan ..... 132 ft 7 in/40.41 m  
 Power Plant ..... Four Rolls-Royce AE 2100D3  
 GE-Dowty Aerospace R391  
 6-blade propellers, all composite

Design take-off weight (2.5g)\* ..... 164,000 lb/74,389 kg  
 Max take-off weight (2.25g)\*\* ..... 175,000 lb/79,379 kg  
 Payload (2.5g)\*\*\* ..... 39,733 lb/18,023 kg  
 Operating weight empty ..... 80,350 lb/36,446 kg  
 Landing distance (135,000 lbs) ..... 3,100 ft/945 m  
 Range (30,000 lb payload) ..... 2,060 nm/3,815 km  
 Maximum cruise speed ..... 355 KTAS/660 km/hr  
 \* 2.5g for less than 164,000 lb gross take-off weight (GTOW)  
 \*\* 2.25g between 164,000 and 175,000 GTOW  
 \*\*\* Higher payload allowable with wing relieving fuel



# LM-100J

The LM-100J is the FAA-certified\* commercial variant of the C-130J Super Hercules and performs as a civil multi-purpose air freighter. Multiple roll-on/roll-off configurations are available to expand the aircraft's capabilities.

\*Certification is pending.

## TYPICAL ROLES INCLUDE:

-  AERIAL DELIVERY
-  AERIAL FIREFIGHTING
-  PASSENGER TRANSPORT
-  AERIAL SPRAY
-  VIP TRANSPORT
-  SEARCH & RESCUE
-  ARCTIC SUPPORT
-  OVERSIZED CARGO TRANSPORT
-  MEDEVAC/AIR AMBULANCE & HUMANITARIAN RELIEF

Capabilities include:

- Oversized payload and airdrop capability
- Truck bed height loading ramp — no special handling equipment needed
- Worldwide access to austere locales and short runways
- Reduced operating costs
- Adverse weather and night capable
- Provisions for commercial cargo system

# FROM CONCEPT TO COMMERCIAL CAPABILITY



**FEBRUARY  
2014**

Lockheed Martin introduced the LM-100J, an updated variant of the L-100.



**2016-2017**

The commercial variant of the C-130J-30 makes its way down the Hercules production line in Marietta, Georgia.



**FEBRUARY  
2017**

The first ship rolls off the production line.



**MAY 2017**

First flight of the first LM-100J takes place in Marietta, Georgia.



## LM-100J

Length.....112 ft 9 in/34.37 m  
 Height .....38 ft 10 in/11.84 m  
 Wingspan.....132 ft 7 in/40.41 m  
 Power Plant ..... four Rolls-Royce AE 2100D3  
 GE-Dowty Aerospace R391  
 6-blade propellers, all composite

Maximum take-off weight (2.5 g).....164,000 lb/74,389 kg  
 Payload (2.5 g)\*.....50,000 lb/22,670 kg  
 Operating weight empty.....81,000 lb/36,740 kg  
 Zero fuel weight\*\*.....131,000 lb/59,420 kg  
 Landing distance (135,000 lb).....3,100 ft/945 m  
 Range (40,000 lb payload) .....2,390 nm/4,425 km  
 Maximum cruise speed.....355 KTAS/660 km/hr

\*Higher payload allowable with wing relieving fuel

\*\* Higher zero fuel weight allowable with wing relieving fuel

# AIRCRAFT MODIFICATIONS



## FIREHERC

Large air tankers — including legacy C-130s and C-130Js — play a critical role in firefighting, dispersing retardant in austere locations to prevent flames from destroying more land and more lives. To do this, an air tanker has to be able to navigate this challenging terrain, remain close to the flames, fly in low-visibility conditions and bring crews home safely. Airframes must remain strong and performance can never be compromised.

The LM-100J FireHerc will excel in this operational environment with its turboprop powerplant, straight wing design and known performance capabilities — all of which offer an unmatched, optimized large air tanker that exceeds some existing platforms by more than 200 percent in gallons or retardant delivered in a high/hot environment.



## COULSON AVIATION RADS PRODUCT LINE

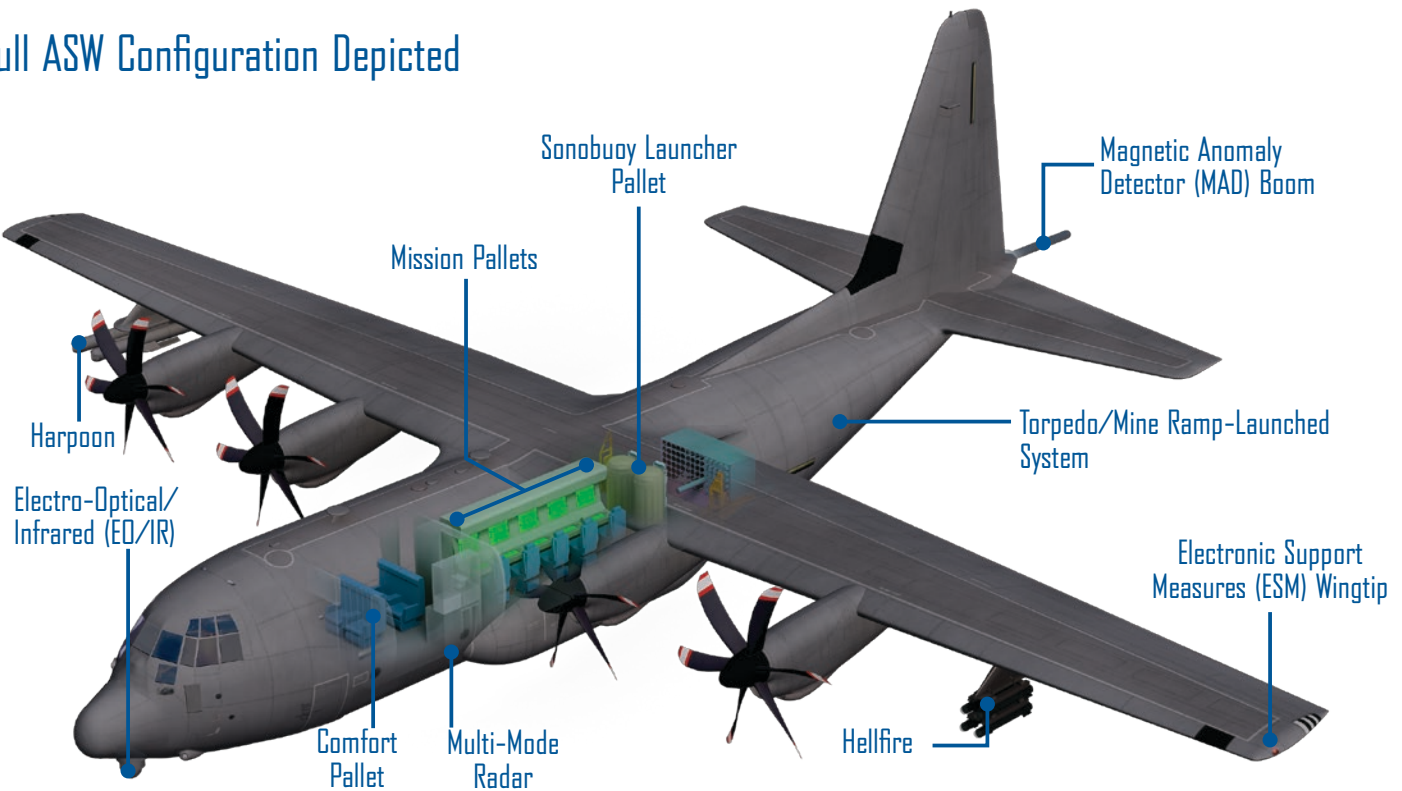
The Coulson Aviation USA Retardant Aerial Delivery System (RADS) offers the proven and superior performance capable of delivering up to 4,500 U.S. gallons of retardant utilizing a gravity drop system that can deliver up to coverage level (CL) 12 ground coverage. It consists of mission specific components that are installed or removed in less than two hours, allowing the FireHerc to maintain its full multi-mission utility. Upon removal of the RADS Upper Tank, full cargo floor strength is retained.



## MODULAR AERIAL FIREFIGHTING SYSTEM II (MAFFS II)

If a less intrusive aircraft modification is desired by the operator, the FireHerc can support operation of the roll-on/roll-off Modular Aerial Firefighting System II (MAFFS II). MAFFS II offers an alternate method to apply 3,000 U.S. gallons of retardant utilizing a pressure discharge-type dispersal system that can deliver up to CL 8 ground coverage.

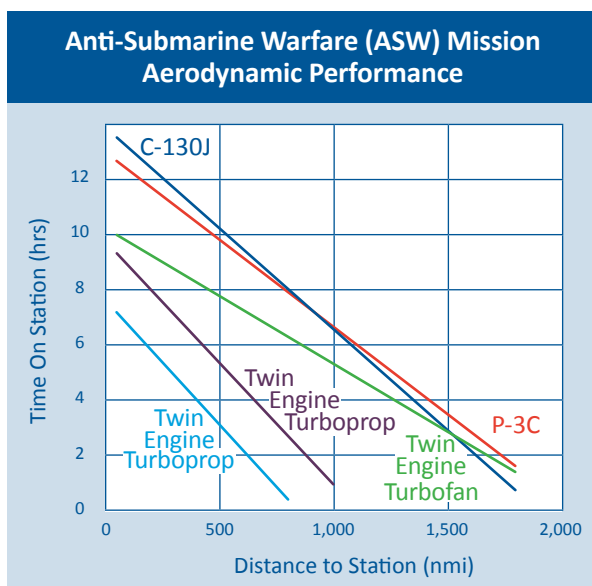
## Full ASW Configuration Depicted



# MARITIME PATROL

### Scalable Maritime Surveillance Aircraft (MSA)/Maritime Patrol Aircraft (MPA) Kit

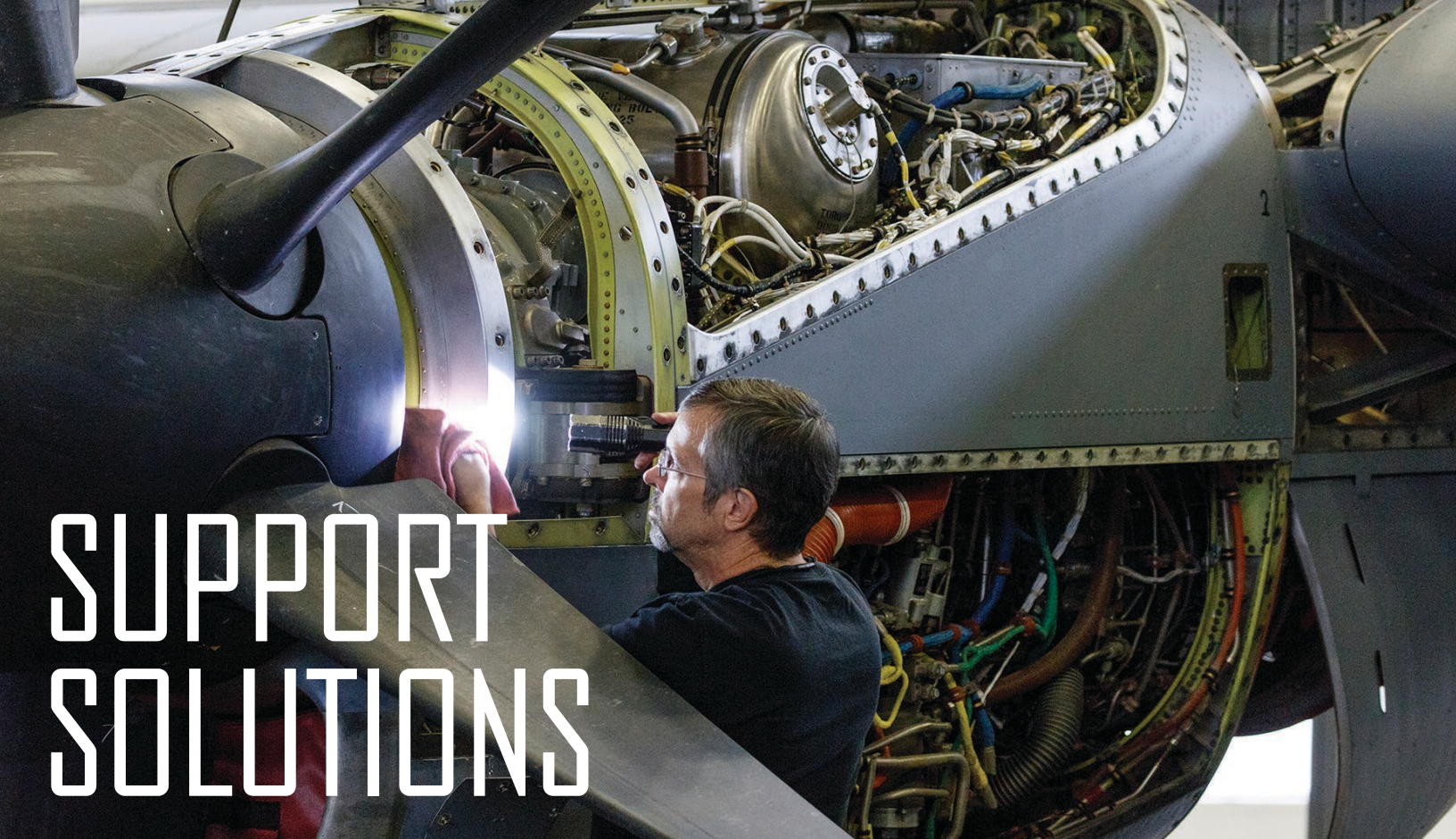
The scalable MSA/MPA kit utilizes bolt-on apertures (e.g., MAD Boom), ramp-deployed torpedo system, existing wing hard points and a palletized mission system to minimize the modifications to the baseline C-130J aircraft. This allows the operator the flexibility to incrementally grow the configuration to meet future operational requirements.



\*Notional Performance Based on ASW Mission Profile

The endurance of the C-130J is equivalent to the P-3C and surpasses all other competitive MPA aircraft resulting in more time to locate and engage targets with fewer sorties.

Configuration	MSA/ISR	APW/ASuW	ASW
Sensors (Radar, EO/IR, AIS)	X	X	X
Palletized Work Station (Roll-On/Roll-Off)	X	X	X
Networks (High Speed, SATCOM, Datalink)	X	X	X
Voice (VHF/UHF/HF)	X	X	X
Radio Direction Finding	X	X	X
Electronic Intelligence (ELINT)	X	X	X
Laser Designator (Targeting EO/IR)		X	X
<b>Air-to-Surface Weapons:</b>			
- Anti-Piracy (APW) – Hellfire		X	X
- Anti-Surface (ASuW) – Harpoons		X	X
<b>Sub-Surface Weapons:</b>			
- Torpedoes			X
- Mines			X
<b>Sonobuoy Delivery System:</b>			
- Acoustics Processing System			X
- Magnetic Anomaly Detection			X
<b>Options:</b>			
- 2nd EO/IR	X	X	X
- Communications Intelligence (COMINT)	X	X	X
- 30mm Gun System		X	



# SUPPORT SOLUTIONS

The Lockheed Martin approach ensures successful integration into the C-130 operator community by tailoring long-term support based on each customer’s individual needs and partnership requirements for both legacy and C-130J aircraft. These support solutions enable the customer to achieve a high level of availability and mission performance. Lockheed Martin provides a dedicated program manager responsible for the development, execution and oversight of the sustainment program. They act as a single point of contact between the operator and Lockheed Martin.

## CUSTOMER SUPPORT CENTER (CSC)

The Lockheed Martin Customer Support Center (CSC), located in Marietta, Georgia, provides access to our worldwide customer support network 24-hours-a-day, 7-days-a-week. The CSC provides support that ensures the best operational and mission readiness rates possible.

## FIELD SERVICE REPRESENTATIVE (FSR)

- Supports the introduction of C-130J aircraft into base infrastructure, operations, maintenance planning and scheduling representatives
- Rapid support and resolution of aircraft technical inquiries
- On the ground delivering ad-hoc informal classroom training and day-to-day over-the-shoulder technical training
- Reinforces maintenance system knowledge, practices and troubleshooting
- Trained and qualified in areas covering aircraft avionics, electrical, aircraft systems, structures and propulsion

## SUPPLY LOGISTICS/ LOGISTICS SUPPLY REPRESENTATIVE (LSR)

- Lockheed Martin provides a fully-integrated approach to supply logistics.
- Includes existing fleets (C-130B-H) and combined fleets (C-130B-H/J) and the LM-100J
  - Supply logistics provides initial spare parts, repair programs, replenishment of consumables and support equipment delivery and maintenance
  - On-Site Logistics Supply Representative (LSR) for direct line of communication
  - Lockheed Martin optimizes the spare package utilizing data analytics and modeling simulation tools

## CONTRACT MAINTENANCE TEAM

A deployable team of subject matter experts that can fully perform or augment customer personnel in the planning and execution of scheduled and unscheduled organizational-level maintenance.

# COMPREHENSIVE SUSTAINMENT

## AERONAUTICS CAPABILITIES SOLUTIONS™

As the Original Equipment Manufacturer (OEM) of the C-130 Hercules airlifter, Lockheed Martin's engineers and sustainment teams understand every aspect of this proven workhorse – from nose to tail for more than 60 years and counting.

The Lockheed Martin team also knows that C-130s are relied upon to perform a multitude of missions in a variety of capacities in a number of environments. As requirements evolve, so does the Hercules thanks to an assortment of post-production enhancements known as Aeronautics Capabilities Solutions™.

Aeronautics Capabilities Solutions™ enhance the C-130's existing operational capabilities, reduce operating costs, improve availability and can be installed by Lockheed Martin teams or at one of 17 global Lockheed Martin-certified Hercules Service Centers.

## DATA ANALYTICS

Lockheed Martin utilizes the latest analytical method and tools

- Determines the right mix of parts to support initial and follow-on support solutions
  - Represents data from around the world and all operating environments
- Collected more than 15 years of C-130J operational usage data
  - Data is received from customers around the world
  - Provides precise recommendations to the C-130J customers
- Provisioning service maintains spare part configuration data ensuring the latest material is provided during initial replenishment activities
- Provisioning and supply services teams are integrated via software applications
  - Provides the ability to monitor usage and make inventory-level adjustments
  - Optimizes cost reductions throughout the life cycle

## SUPPORT EQUIPMENT

Lockheed Martin provides a full set of required support equipment

- Includes equipment for mission systems and ground stations prior to the first delivery
- Site surveys evaluate the existing support equipment need for each aircraft/customer

## LOCKHEED MARTIN HERCULES SERVICE CENTERS

C-130 operators have access to an impressive global logistics network, a worldwide support system and insights from known operational and support costs. Hercules Service and Heavy Maintenance Centers have proven capabilities that provide recurring scheduled maintenance services as well as aircraft depot level maintenance modification and overhaul support.





Lockheed Martin offers a full range of training from on-aircraft, in-flight training for aircrew or maintainers, training devices and courseware for C-130 operators. Training is tailored to the size of the aircraft fleet. Lockheed Martin will customize a training program to meet the operator's requirements.

- Lockheed Martin offers flight training in the operator's aircraft either in Marietta, Georgia, or at the operator's air base.
- TeachBack Programs are available where experienced Lockheed Martin C-130J instructors will fly with the operators, in their airplanes, in order to provide feedback and answer questions. This program is offered for pilots, combat system officers and loadmasters.
- Functional Check Flight training is available for pilots and loadmasters to teach safe and efficient systems and equipment checks required during an Acceptance (ACF) or Functional (FCF) Check Flight.
- On-aircraft Engine Run training is offered for operator maintenance personnel.

Some of Lockheed Martin's training products/devices include:

- Flight Simulator
- Cockpit Procedures Trainer (CPT)
- Fuselage Trainer (FuT)
- Enhanced Fuselage Trainer (EFuT)
- Integrated Cockpit Systems Trainer (ICST)
- Enhanced-Integrated Cockpit Systems Trainer (E-ICST)
- Servicing Part Task Trainer (SPTT)
- Fuselage and Systems Trainer (FAST)
- Engine/Propeller Part Task Trainer (EPPTT)
- Multi-Function Training Aid (MFTA)
- Full complement of initial and follow-on aircrew and ground crew courses
  - Computer Aided Instruction (CAI)
  - Computer Based Training (CBT)
  - Student study guides

For a full list of training products/devices, please visit [www.lockheedmartin.com/c130sustainment](http://www.lockheedmartin.com/c130sustainment)



# HERCULES TRAINING CENTER (HTC)

The Hercules Training Center (HTC) is home to world class C-130J and LM-100J training. Students gain knowledge and experience exceeding industry standards through the use of state-of-the-art training devices as well as electronic mediated lecture and interactive courseware presented by highly experienced, professional instructors.

Located at the OEM Lockheed Martin manufacturing facility in Marietta, Georgia, the HTC is a single source for all military C-130J and commercial LM-100J training needs; from initial qualification to refresher courses, instructor qualification and mission training. The HTC contains the necessary infrastructure, operations, student services and support to enable students to focus fully on their training curriculum.

For more information, please visit [www.lockheedmartin.com/c130support](http://www.lockheedmartin.com/c130support)



New advanced training center in Marietta, Georgia



State-of-the-art C-130 training devices





# AIRCRAFT TRAINING DEVICES

## FLIGHT SIMULATOR

The C-130J flight simulator is a high fidelity simulation of the C-130J design basis aircraft. This simulator provides students with flight crew (pilots and loadmaster) training that is directly transferable to the C-130J aircraft. Pilots practice and learn the use of all controls and instruments during takeoff, landing, crew coordination, transition, instrument flight, tactical missions to include airdrop, low level navigation and aircraft emergency procedures. The simulator contains a visual system that presents a realistic out-the-window view to the pilots. This enhances training by allowing pilots to take advantage of visual cues when performing all missions.

Cockpit motion is also realistically reproduced by a six-degree-of-freedom electronic motion system. Each flight simulator is designed to meet the simulation standards of the 14 Code of Federal Regulations (CFR) Part 60.



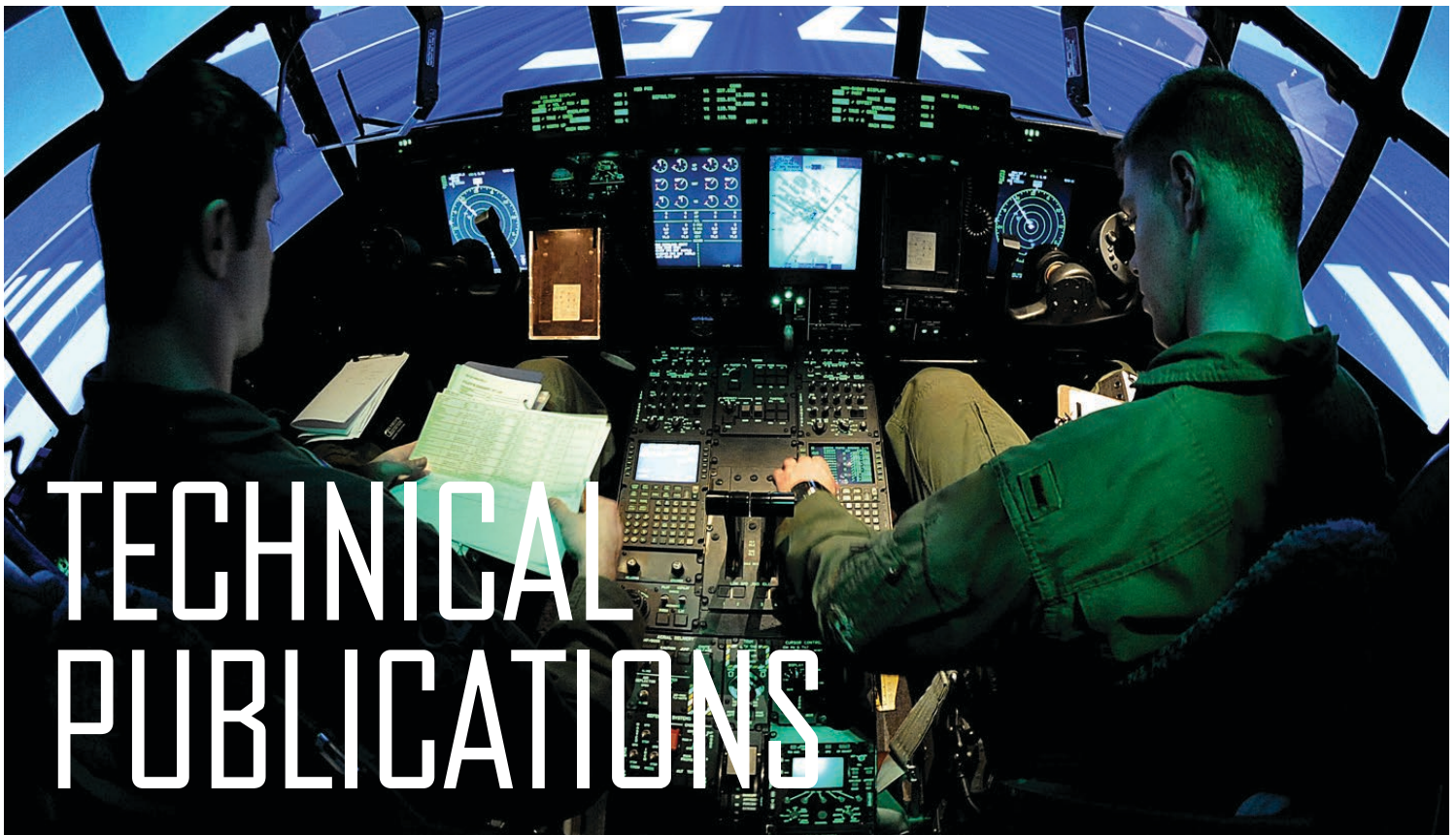
## FUSELAGE AIRCRAFT SYSTEMS TRAINER (FAST)

The C-130J Fuselage Aircraft Systems Trainer (FAST) is a modified C-130 aircraft designed to represent the performance, functions and appearance of the C-130J aircraft. The FAST provides the functionality necessary to support maintenance training in the operation, servicing, adjustment, calibration, and removal and replacement of the installed aircraft systems and its components at the organization level.



## MULTI-FUNCTION TRAINING AID (MFTA)

The C-130J Multi-Function Training Aid (MFTA) is a pilot procedures trainer that supports cockpit familiarization, ground and in-flight checklists, a range of normal and emergency procedures and aircrew coordination. It is adaptable to include single or multi-channel visual system cueing, Head-Up Display and a mix of flat-panel and tactile panels in accordance with customer desires. The level of fidelity is commensurate with FAA Level 4 standards.



# TECHNICAL PUBLICATIONS

Lockheed Martin C-130 technical publications are a set of proven commercial and military manuals used throughout the world.

Technical publications are vital for the operation, maintenance and modification of all C-130s, safeguarding the airworthiness of the aircraft. The C-130 technical publications team is responsible for the overall management, development, validation, production, quality and delivery of the C-130 technical publications.

Lockheed Martin ensures technical publications are current with the latest engineering design changes to maintain safe, efficient and effective procedures for operating and maintaining C-130 aircraft.

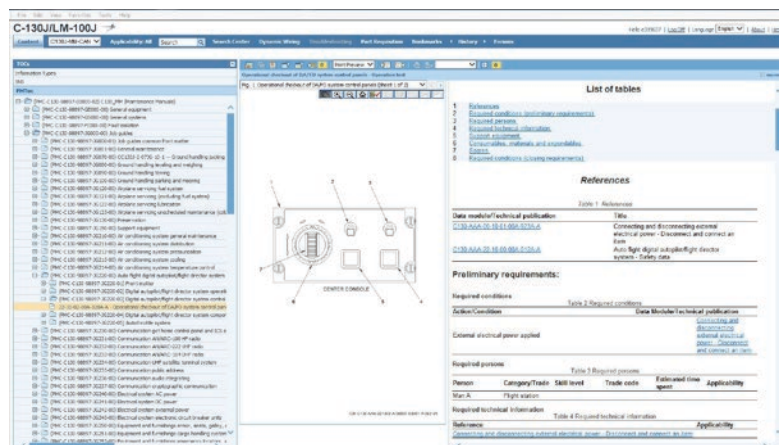
## INTERACTIVE ELECTRONIC TECHNICAL MANUALS (IETM)

Lockheed Martin has developed an Interactive Electronic Technical Manual (IETM) for the C-130J-30 and LM-100J. The IETM is compliant with S1000D Specification, Issue 4.0.1. The IETM includes maintenance, fault isolation, Illustrated Parts Breakdown (IPB), structures and inspection manuals.

Lockheed Martin offers an Interactive Electronics Wiring Diagram (IEWD) Viewer that provides the user with compact searchable wiring diagrams, a number of display options and wire trace capabilities.

Together, IETMs and IEWDs increase operational readiness by reducing the troubleshooting time it takes a maintainer to perform repair tasks.

For a video demonstration, please visit [www.lockheedmartin.com/c130sustainment-ietm](http://www.lockheedmartin.com/c130sustainment-ietm)





# PALLETIZED SYSTEMS



## PASSENGER

Roll-on/roll-off passenger pallets can be configured for economy class or business class seating and are FAA-certified to carry passengers. The pallets can include economy galleys or lavatories or a combination of seating with galleys or lavatories.



## MEDICAL

Lockheed Martin has a network of suppliers that provide medevac pallets for all models of the C-130. Pallets follow regulations for carrying passengers/patients utilizing FAA-certified equipment.

- Litter Stacking Pallet Systems are used to transport non-critical patients. Because of the use of standard litter and stretcher systems, the pallet can be easily changed for different medical or humanitarian missions.
- Critical Care Pallet System provides medical technicians the provisions for connecting and holding handheld medical supplies, oxygen and port connections and electrical outlets.



## ARMED

The armed roll-on/roll-off pallet converts the transport aircraft into an armed ISR aircraft allowing the operator to control the mission from the cargo compartment. Cargo bay pallets include Command and Control (C2) and targeting systems. Weapons and sensors can be carried using existing C-130J wing hard points.

### **Inboard and Outboard Hard Points**

- Mission Pod installed on inboard hard point
- Includes a 20-inch EO/IR sensor for targeting identification and designation
- Datalink provides off-board communications of video and other data enabling command control approval
- Outboard hard point holds a weapon rack and pylon with four Hellfire missiles

### **Optional Weapons**

- Palletized 30mm gun system installs in the aft fuselage at the paratroop door

# MODULAR SYSTEMS



## SPECIAL MISSION AND PASSENGER MODULES

Lockheed Martin has a network of suppliers that provide roll-on/roll-off modules for special missions and/or passenger transport.

The module systems are customized and are scalable to meet mission requirements. Modules can be as small as one pallet position or as large as five pallet positions. The units are acoustically and vibration treated.

FAA-certified modules can be customized to include:

- Very important person (VIP)/distinguished visitor (DV) and/or staff personnel transport options utilizing different types of seating
- Galleys and lavatories
- Secure SATCOM possible with operator rack and workstations
- Communication equipment with aircraft interphone Interface and video conferencing capabilities
- In-flight entertainment
- Self-contained environmental control units

## MEDICAL MODULES

Lockheed Martin works with specific suppliers to provide roll-on/roll-off modules for C-130, C-130J and LM-100J aircraft.

Modules are fully independent, only using power from the aircraft. They can also be operated on the ground with the addition of external power. The medical team, which is now separated from the aircrew, can function in a controlled environment much like a hospital setting. Temperature and vibration control along with medical-grade lighting are just a few of the features of the medical modules.

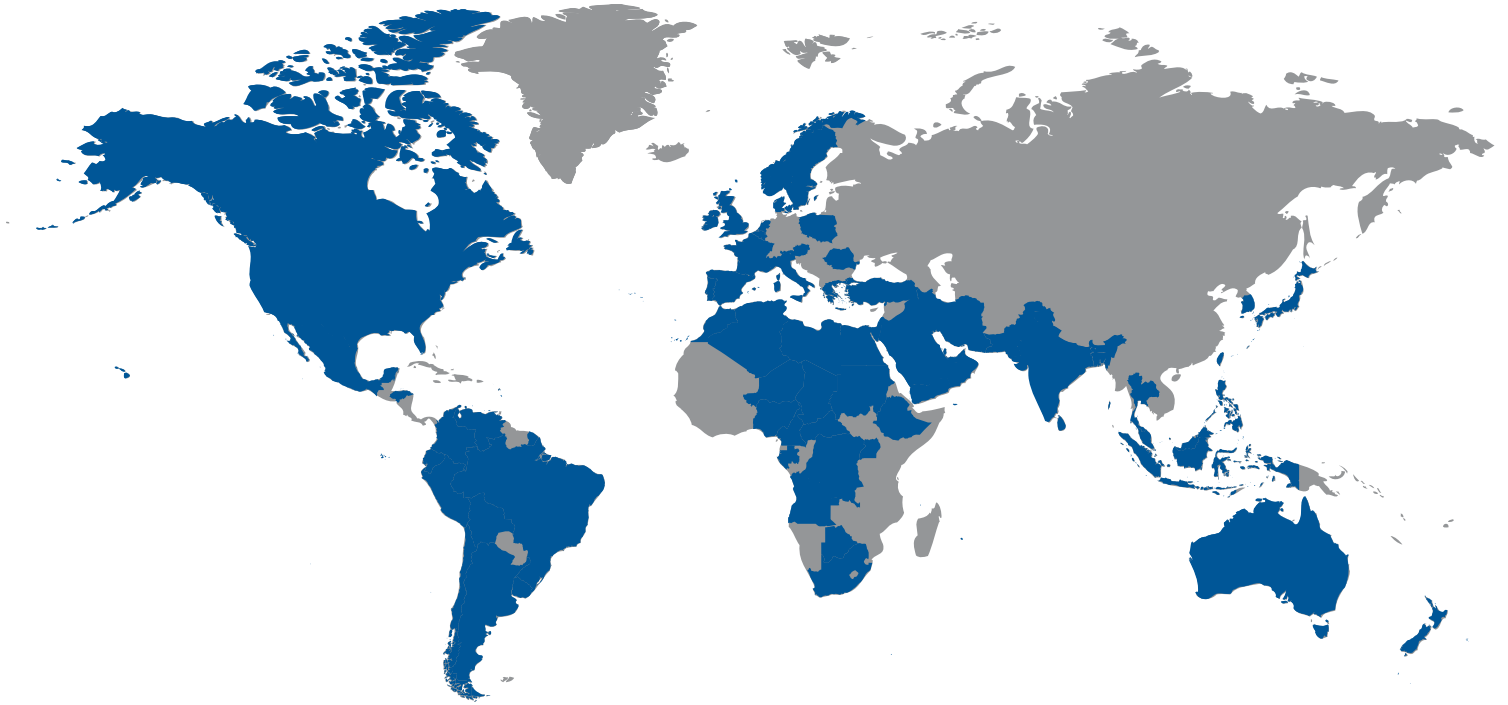
Aeromedical Biocontainment Modules (ABCM) are used for the management of patients with contagious diseases such as Ebola and other global medical threats.

Universal Patient Modules (UPM) have plug-n-play features which can be adjusted for varying levels of acuity and numbers of patients.



# C-130 WORLDWIDE OPERATORS

C-130 legacy, L-100, C-130J and LM-100J operators



## LOCKHEED MARTIN/C-130 RESOURCES

With more than 2,500 C-130s delivered and Hercules operations out of 69 nations, the C-130 is truly a global asset.

Lockheed Martin and its partners stand ready to provide support for any current or potential operator's C-130 needs. Below is a list of resources to provide additional insight for any C-130 Hercules needs.

### General Information

[www.lockheedmartin.com/c130](http://www.lockheedmartin.com/c130)  
[www.lockheedmartin.com/lm100j](http://www.lockheedmartin.com/lm100j)

### C-130 Worldwide Fleet Support

AMMM Customer Support Center  
Email: [hercules.support@lmco.com](mailto:hercules.support@lmco.com)  
Telephone: (800) 952-6569 or (770) 494-9131  
[www.lockheedmartin.com/c130support](http://www.lockheedmartin.com/c130support)

### Aeronautics Capabilities Solutions

[www.lockheedmartin.com/c130sustainment](http://www.lockheedmartin.com/c130sustainment)

### Hercules Training Center

[www.lockheedmartin.com/c130support](http://www.lockheedmartin.com/c130support)

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\*Information as of October 2018

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