

TOWING – MAINTENANCE PRACTICES

1. General

All possible precautions must be taken to ensure the safety of personnel and the security of aircraft and equipment when moving aircraft.

A. Towing Aircraft (Figure 201 and Figure 202)

Equipment and Material

Lightweight tractor

Main wheel chocks – GSE Ref. No. 10-10-10 (refer to PSP 611)

Tow bar – GSE Ref. No. 09-10-01

Door support cables (if required) – GSE Ref. No. 10-10-27

Headset with microphone and lead (two required) – GSE Ref. No. 23-00-01

Cord, headset extension – GSE Ref. No. 23-00-02

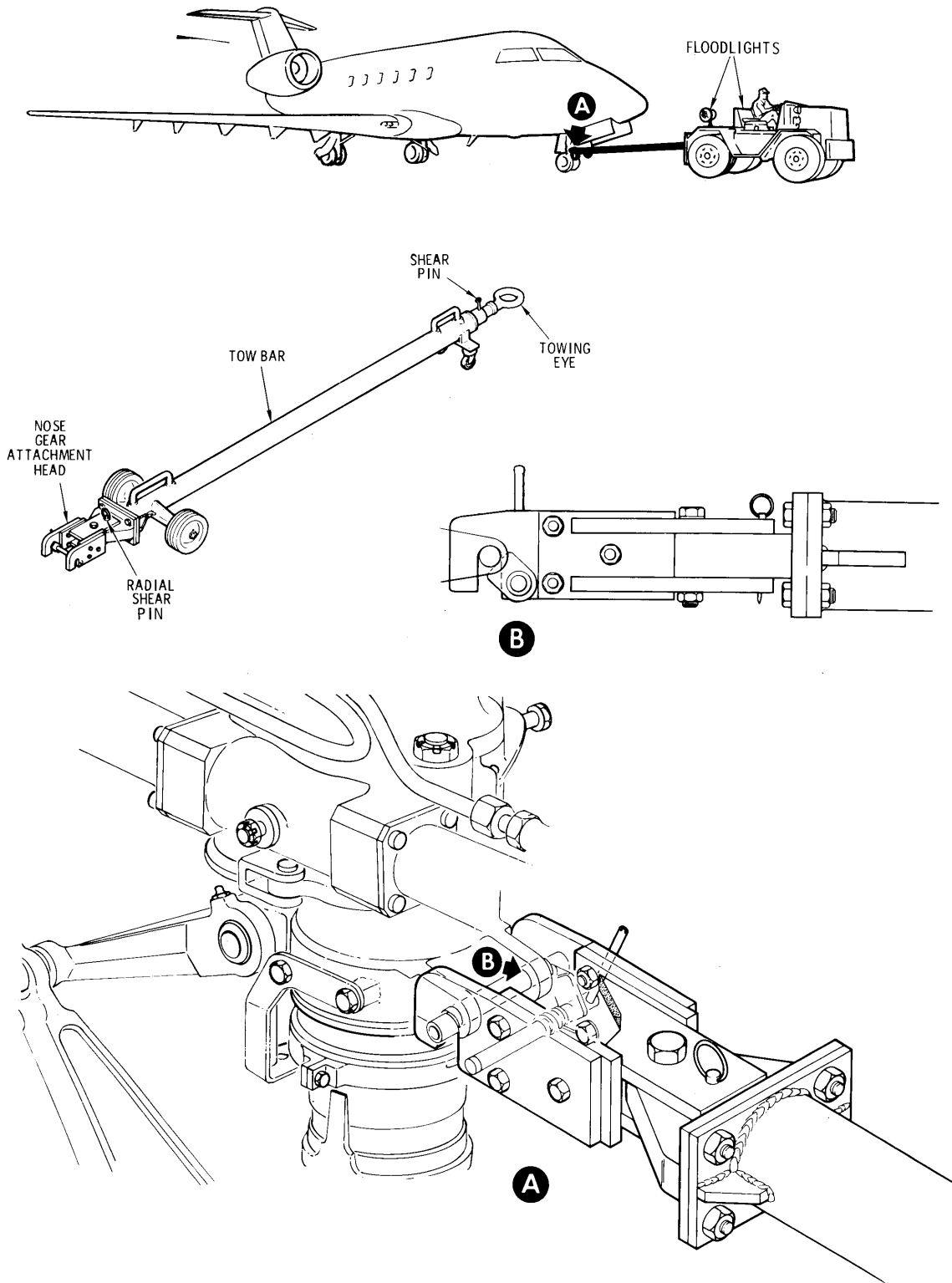
**CAUTION:** ENSURE THAT NOSE WHEEL STEERING ARMING SWITCH ON PILOT'S FACIA PANEL IS OFF AND REMAINS OFF DURING TOWING OPERATION. TORQUE LINKS MUST NOT BE DISCONNECTED.

BEFORE TOWING AIRCRAFT, ALLOW AIRCRAFT GYROS TO STABILIZE. ENSURE THAT EITHER AC POWER IS OFF AND HAS BEEN OFF FOR FIVE MINUTES OR THAT AC POWER IS ON AND HAS BEEN ON FOR FIVE MINUTES.

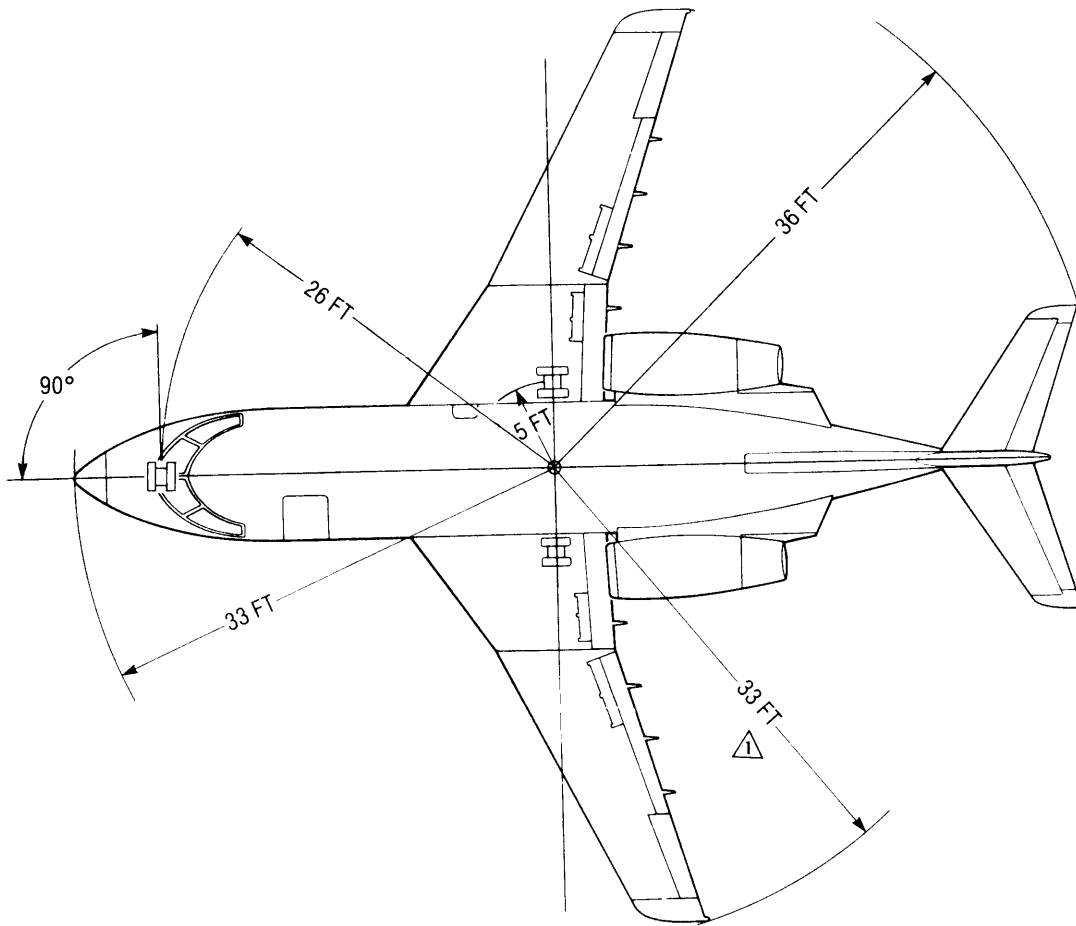
A MINIMUM LOAD IS REQUIRED ON NOSE WHEEL BEFORE TOWING AIRCRAFT (REFER TO PSP 609).

IF DOWNWARD OPENING PASSENGER/CREW ENTRANCE DOOR IS OPEN WHILE AIRCRAFT IS BEING MOVED, DOOR SUPPORT CABLES MUST BE IN PLACE TO PREVENT DAMAGE TO DOOR.

- (1) Ensure that main and nose landing gear ground locking pins are installed (refer to Chapter 10).
- (2) Check brake pressure gauge in NLG wheel well to ensure sufficient brake pressure (1000 psi minimum). If pressure is not sufficient, operate No. 2 hydraulic system electric motor-driven pump and No. 3 hydraulic system electric motor-driven pump 3A (refer to Chapter 12).
- (3) Ensure that all tires and shock struts are correctly inflated (refer to Chapter 12).



Towing Aircraft  
Figure 201



**NOTES**

**△** 34 ft for aircraft with winglets

Aircraft Towing Radii  
Figure 202

**CAUTION:** TURNING NOSE WHEELS BEYOND 90 DEGREES FROM CENTRE WITH A TOW BAR COULD RESULT IN DAMAGE TO NOSE GEAR MECHANISM.

- (4) Attach tow bar to towing lugs on steering cuff of nose landing gear main fitting.
- (5) Ensure that all ground equipment and other obstacles are removed from vicinity of aircraft.
- (6) On aircraft 1004 to 1023,  
close the Passenger/Crew upward opening entrance door.

**CAUTION:** UNEVEN DISTRIBUTION OF WEIGHT ON THE TWO CABLES COULD RESULT IN DAMAGE TO THE DOOR.

On all other aircraft,  
if towing with entrance door open, suspend door off ground using two support cables. Attach eye fitting to upper tension button in door frame and hook other end to lower handrail post fitting on door. Adjust cables for equal tension.

- (7) Ensure that an operator is in flight compartment for aircraft braking.
- (8) Set BATTERY MASTER switch to ON.
- (9) Check pressure of brake hydraulic accumulators in nose wheel bay to ensure sufficient brake pressure (1000 psi minimum). If pressure is not sufficient, operate No. 2 hydraulic system electric motor-driven pump and No. 3 hydraulic system electric motor-driven pump 3A (refer to Chapter 12).

**NOTE:** An operator must be in the flight compartment throughout the tow process.

- (10) Connect tow bar to towing vehicle.

**CAUTION:** DURING TOWING, APPLY BRAKES ONLY IN AN EMERGENCY.

- (11) Connect intercom system between driver of towing vehicle and operator in flight compartment (refer to Chapter 23).
- (12) If in congested area, position a person at each wing tip to ensure adequate distance from any obstruction in vicinity of aircraft.
- (13) If reversing the aircraft, position a person at tail to ensure adequate distance from any obstruction.
- (14) Remove chocks and release parking brake.
- (15) Commence towing and limit speed to 5 mph.

**CAUTION:** ON AIRCRAFT WITH SB 600-0380 INCORPORATED, IF THE AIRCRAFT IS PARKED WITH NOSE WHEELS NOT CENTERED, THEY WILL RETURN TO CENTRE WHEN POWER IS APPLIED. THIS MAY CAUSE INADVERTENT MOVEMENT OF AIRCRAFT.

(16) On completion of towing, ensure that nose wheels are in centered position. Apply parking brake, chock wheels, disconnect towing vehicle, remove tow bar from nose gear and park aircraft (refer to Chapter 12).

**NOTE:** In some cases after towing, a difference in main landing gear shock strut extension may exist. Check that the shock struts are correctly serviced (refer to Chapter 12).