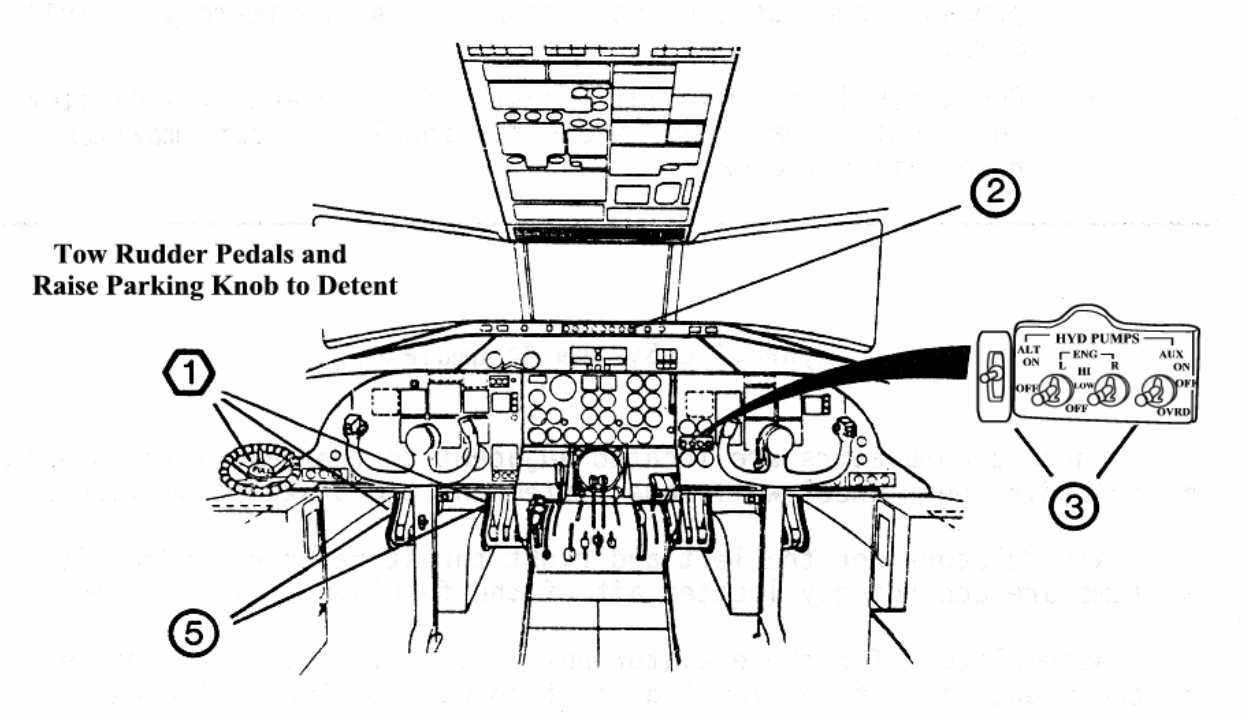
McDonnell Douglas DC 9

General Towing
Forward or aft towing (pushing) is normally accomplished through the nose gear axle, using a yoke-type tow bar and a towing vehicle.

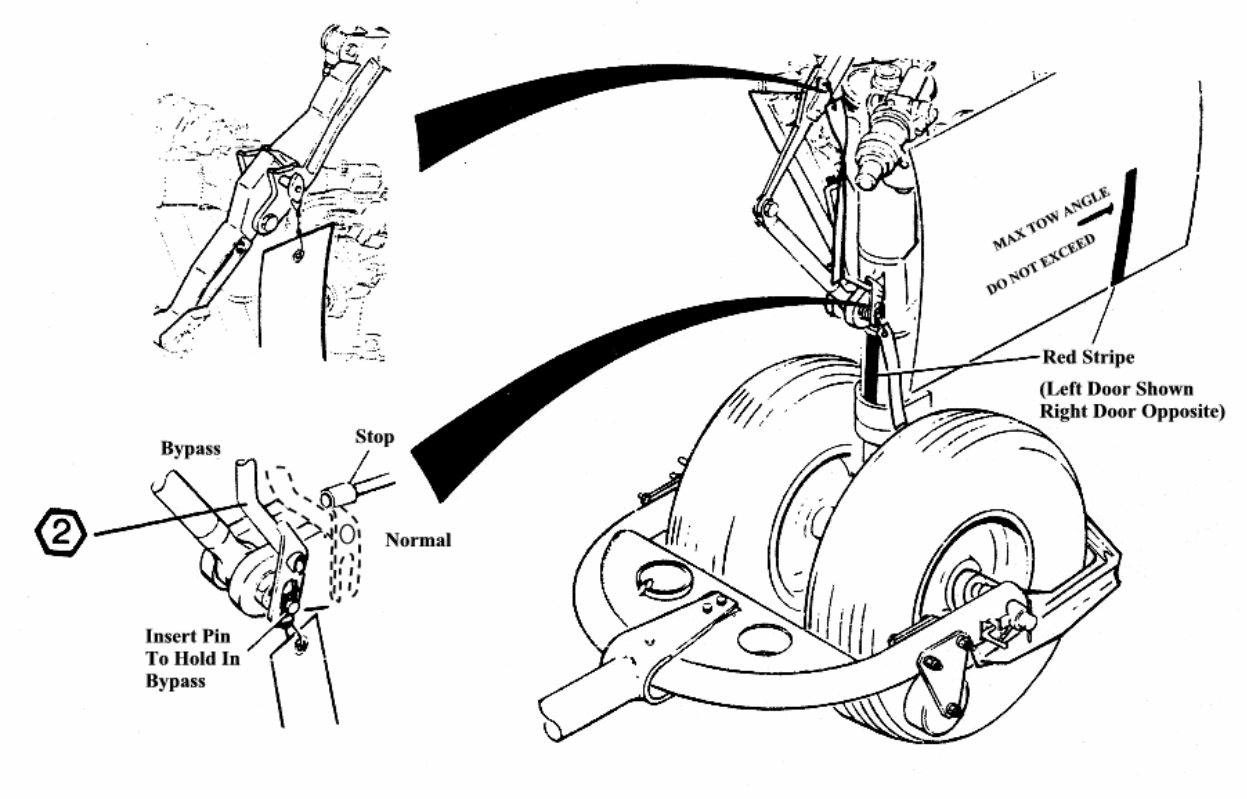
During towing the turning limits of the nose gear must not be exceeded. Maximum wheel turning angle is 90 degrees either side of center. Turning limits are displayed on the nose gear and Nose gear door with red lines visible from the towing vehicle. During nose wheel towing all turning is accomplished through the tow bar. The nose wheel steering control is made inoperative by placing the steering bypass valve in the bypass position and installing the steering bypass valve lock pin.

Company policy may require one person in the cockpit when towing the aircraft.



Cockpit
1. Start APU for electrical power.
2. Turn the NAVIGATION light switch, on the glare shield, ON.
3. Turn the AUX and ALT hydraulic switches, on the first officer's instrument panel, ON.
4. Establish communication with ground personnel.
5. Release brakes when advised. (tow rudder pedals)

CAUTION: DO NOT T OW AIRCRAFT IF NOSEGEAR STRUT BECOMES FULLY EXTENDED.



Ground

1. Disconnect any external electrical supplies.
2. Place nose steering bypass lever in the bypass position and pin.
3. Attach tow bar to the nose gear axle.
4. Attach the tug to the eye-end of the tow bar.
5. Establish communication with personnel in the cockpit.
6. Signal removal of chocks from the wheels, and ensure the parking brake is released.

CAUTION: BEFORE TOWING, ENSURE THAT THE STAIRS ARE RETRACTED.

After Towing

1. Apply the parking brake.
2. Turn the AUX and ALT hydraulic switches to OFF.
3. Turn the NAVIGATION light switch OFF.
4. Turn off the APU.
5. Be sure to remove the tow bar from the aircraft before releasing the steering bypass lever to the normal position.