

1. TOWING PRECAUTION.

A. TOWING OF THE AIRCRAFT BY NOSE GEAR CAN NOT BE PERFORMED IN THE FOLLOWING CONDITIONS:

- (1) WITH AIRCRAFT OFF THE RUNWAY, IN SOFT SAND OR MUD.
- (2) WITH MAIN OR NOSE GEAR HAVING TWO FLAT TIRES ON ONE AXLE.

B. NEVER TOW THE AIRCRAFT WHILE ANY OF ITS ENGINES ARE OPERATING.

C. NEVER TOW THE AIRCRAFT WITHOUT HAVING SOMEONE IN THE FLIGHT COMPARTMENT TO OPERATE THE BRAKES. MAKE CERTAIN THAT THE BRAKES ARE IN GOOD OPERATING CONDITION, AND THE ACCUMULATOR IS CHARGED. IF IT IS NECESSARY PRESSURIZE THE PARKING BRAKE ACCUMULATOR BY PRESSURIZING THE BLUE HYDRAULIC SYSTEM (REF JIC 290000-PAD-10010 AND JIC 292500-OPT-10000).

D. NEVER TURN THE NOSE GEAR WHILE THE AIRCRAFT IS NOT MOVING. WHEN USING THE TOW BAR, WAIT UNTIL THE AIRCRAFT HAS STARTED MOVING BEFORE TURNING THE NOSE GEAR.

E. NEVER TOW THE AIRCRAFT FASTER THAN A SLOW WALK AVOIDING QUICK STARTS AND STOPS.

F. AVOID, WHEN POSSIBLE, BRAKING TO A STOP IN TURNS AT ANY TOWING SPEED. DAMAGE TO THE NOSE LANDING GEAR AND/OR SUPPORTING STRUCTURE MAY RESULT.

G. NEVER TOW THE AIRCRAFT NEAR OBSTACLES WITHOUT HAVING SOMEONE WALKING AT EACH WING TIP AND AT THE TAIL TO GUARD AGAINST COLLISION. MAKE CERTAIN THAT AN ADEQUATE SYSTEM FOR RELAYING SIGNALS IS UNDERSTOOD BY EVERYONE INVOLVED IN THE OPERATION. USE CANDLE TYPE SIGNAL LIGHTS AT NIGHTS.

H. NEVER ALLOW ANYONE TO RIDE ON THE OUTSIDE THE AIRCRAFT.

I. NEVER ALLOW ANYONE TO ENTER OR LEAVE THE AIRCRAFT WHILE IT IS MOVING AND ENSURE THAT ALL THE DOORS ARE CLOSED.

J. NEVER TOW THE AIRCRAFT IN A CONGESTED AREA. MOVE ALL EQUIPMENT OUT OF THE PATH OF THE AIRCRAFT.

K. NEVER ALLOW PERSONS TO STAND IN OR NEAR THE PATH OF THE AIRCRAFT.

L. NEVER REMOVE THE CHOCKS UNTIL READY TO TOW THE AIRCRAFT. MAKE CERTAIN THAT THE PERSON IN THE FLIGHT COMPARTMENT IS READY TO OPERATE THE BRAKES.

M. NEVER TOW THE AIRCRAFT AT AN ANGLE WHICH WILL CAUSE THE MAIN GEAR TIRES TO SLIDE. BE CAREFUL WHEN TOWING AT SHARP ANGLES: TOW VERY SLOWLY. WHEN TOWING FROM THE NOSE GEAR DO NOT EXCEED THE TURNING ANGLE INDICATED BY THE POINTER INSTALLED ON THE LEG STRUCTURE AND THE GRADUATED PLATE BONDED TO THE TURNING TUBE (figure 1).

N. NEVER TOW THE AIRCRAFT IF WIND EXCEEDS 50 KNOTS.

O. WHEN THE AIRCRAFT IS TOWED IN A TURN, THE MAIN LANDING GEAR TIRES ARE DEFLECTED Laterally. BEFORE STOPPING THE AIRCRAFT PROCEED IN A STRAIGHT PATH FOR SEVERAL MORE FEET TO AVOID LEAVING THE TIRES DEFLECTED WHEN THE AIRCRAFT IS PARKED.

P. MAKE CERTAIN THAT TOW BAR IS IN HORIZONTAL POSITION AND THAT TOWING POINT ON TOWING VEHICLE IS NOT HIGHER THAN 16 INCH.

Q. THE MAXIMUM TOWING WITHOUT LIMITATION IS MRW - 22500 KG.

2. TOWING PROCEDURE

CAUTION: TOWING WITH THE HYDRAULIC SYSTEM PRESSURIZED CAN RESULT IN STEERING SYSTEM DAMAGE.

1. BEFORE TOWING THE AIRCRAFT, MAKE CERTAIN THAT THE N/W STEERING SNITCH 7GC IS IN THE "OFF" POSITION.

2. MAKE CERTAIN THAT THE LANDING GEAR GROUND LOCKING PINS ARE INSTALLED.

3. MAKE CERTAIN THAT STATIC GROUND CABLES HAVE BEEN REMOVED.

4. CONNECT TOW BAR TO NOSE LANDING GEAR AT POINT (B).

CAUTION: USE ONLY TOW BAR DESIGNED FOR THIS AIRCRAFT.

5. CONNECT TRACTOR TO TOW BAR.

6. PRECAUTIONS DURING AIRCRAFT TOWING; ADHERE TO THE DIRECTIVES IN FORCE AT THE CONSIDERED AIRPORT.

7. OBTAIN CONTROL TOWER PERMISSION TO TOW.

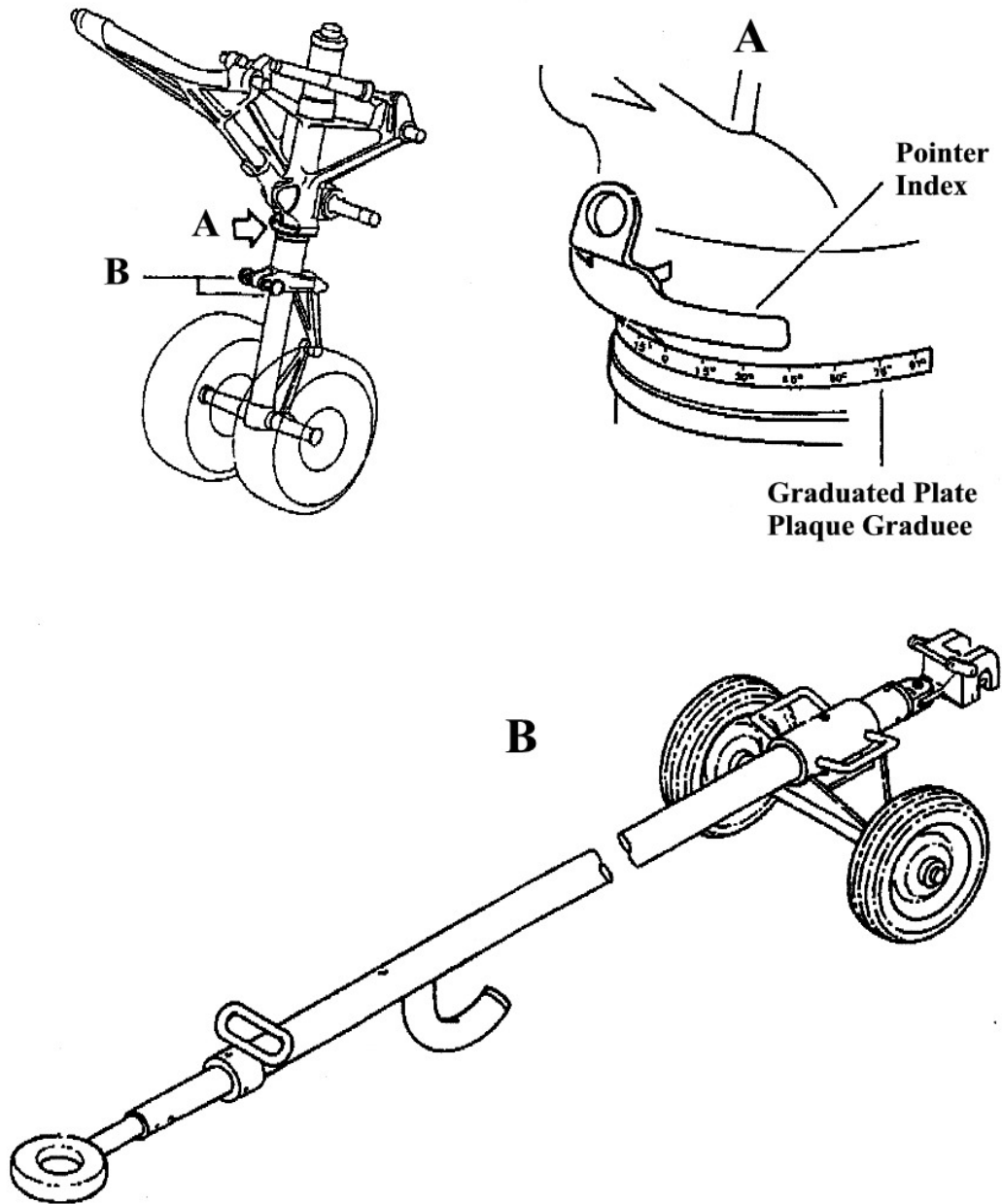
8. PULL WHEEL CHOCKS AND KEEP THEM READILY AVAILABLE FOR USE.

NOTE: PERSON IN CHARGE MUST BE IN A POSITION TO OBSERVE TOWING OPERATION.

9. MAINTAIN LISTENING WATCH ON TOWER FREQUENCY. OBTAIN CLEARANCE TO CROSS TAXIWAYS, ACTIVE RUNWAYS, ETC.

CAUTION: WHEN TOWING FROM THE NOSE GEAR DO NOT EXCEED THE TURNING ANGLE INDICATED BY THE POINTER AND THE RED GRADUATED PLATE.

10. WHEN TOWING OPERATION IS COMPLETE, TURN NOSEWHEEL TO CENTER OR NEAR CENTER POSITION AND CHOCK A/C WHEELS. CONNECT STATIC GROUND CABLES AND REMOVE TOW BAR CLEAR OF AIRCRAFT ON PANEL IVU, PUT THE N/W STEERING SWITCH 7GC IN "ON" POSITION.



**Towing by the Nose Gear
Figure 1**