

09

**TOWING AND
TAXIING**

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TOWING AND TAXIING
DESCRIPTION AND OPERATION

1. GENERAL

This chapter deals with aircraft moving on ground.

2. DESCRIPTION

A. Towing - refer to 09-10-00

The aircraft may be :

- pulled or pushed by hand using a towing bar,
- pulled or pushed by a towing tractor using a towing bar.

B. Taxiing - refer to 09-20-00

Taxiing is carried out using the aircraft engine power.

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TOWING

DESCRIPTION AND OPERATION

1. GENERAL

Aircraft towing consists in moving the aircraft on the ground with a towing bar.

2. LOCATION (Figures 1 and 1A)

COMPONENT	QTY	AREA	ACCESS DOOR	REFERENCE
Towing bar	1	210	219	09-10-00
Nose gear	1	710	/	32-20-00

3. DESCRIPTION (Figure 2)

The towing bar is stowed in the baggage compartment and is to be connected to the nose landing gear to carry out the towing operation.

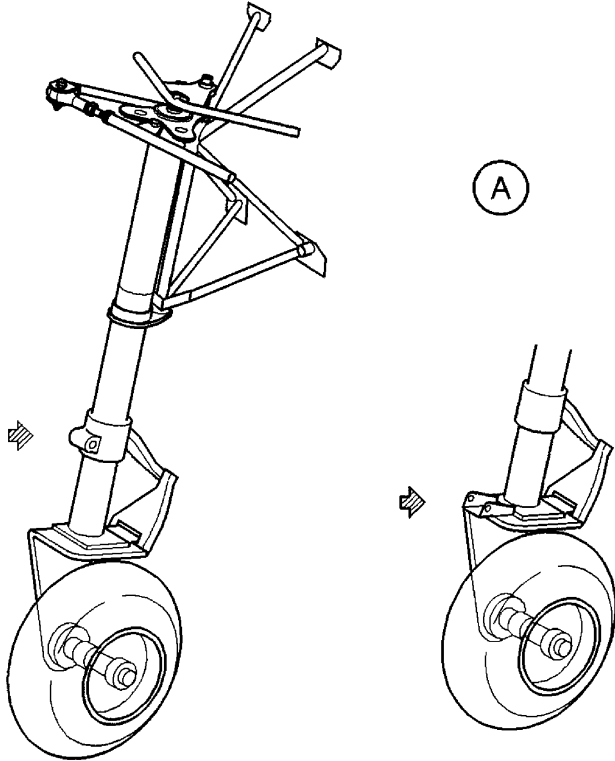
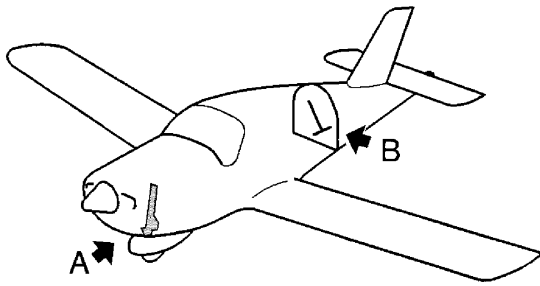
A towing fitting is secured to the nose gear fork.

The nose gear includes stops limiting the nose wheel turning angle on each side of the aircraft centerline.

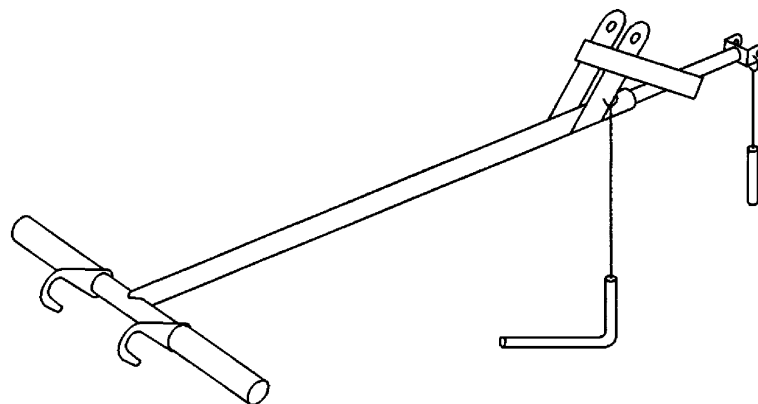
The minimum turning diameter is determined by the turning angle of the nose wheel.

It is strictly forbidden to push on moving parts (control surfaces, flaps, ailerons), propeller spinner dome or tail cone.

A - Nose gear
B - Towing bar



↗ Variante de localisation
↗ Alternate location

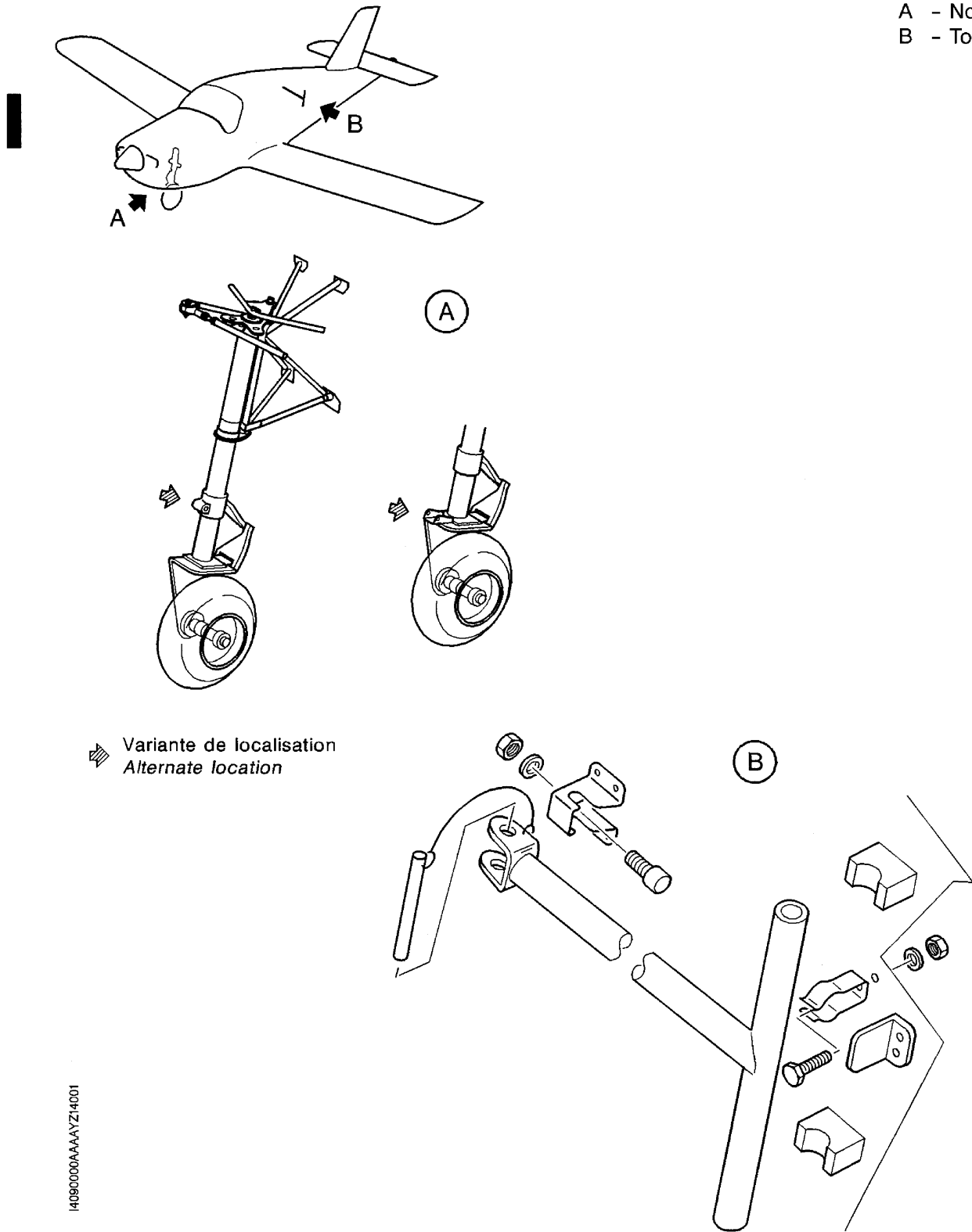


Towing - Identification and location of components
Figure 1 - S/N 1 - 587

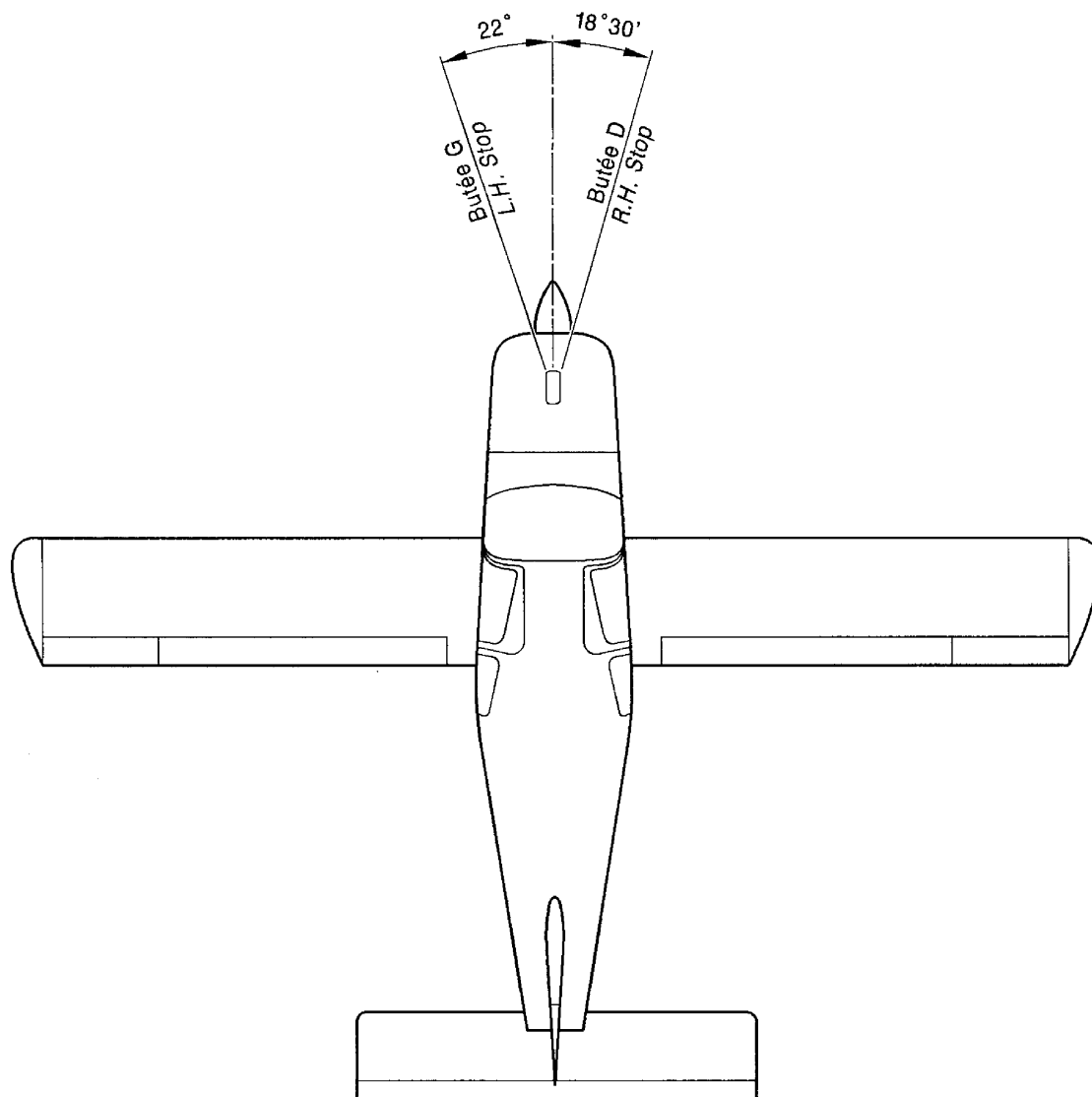
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A - Nose gear
B - Towing bar



Towing - Identification and location of components
Figure 1A - S / N 588 - 9999



14062000AAA VZ14000

Towing - Description and operation
Figure 2

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TOWING

MAINTENANCE PRACTICES

CAUTION : **WHEN TOWING WITH A TRACTOR, DO NOT EXCEED THE NOSE GEAR STEERING LIMITS INDICATED ON THE NOSE GEAR PLACARD. FORCING THE STOPS WILL DAMAGE THE NOSE GEAR AND THE STEERING SYSTEM.**

PRIOR TO TOWING, THE PARKING BRAKE MUST BE RELEASED, AND THE CONTROL SURFACES LOCKING DEVICE REMOVED.

MAKE SURE THERE IS ENOUGH CLEARANCE BETWEEN THE AIRCRAFT AND ADJACENT STRUCTURES (OR EQUIPMENT). IF THE MANEUVERING AREA IS CONGESTED, STATION AN OPERATOR AT WING TIPS TO ENSURE GUIDANCE.

DO NOT PUSH ON MOVING PARTS (CONTROL SURFACES, FLAPS, AILERONS), PROPELLER SPINNER DOME OR TAIL CONE.

1. AIRCRAFT TOWING

A. Tools and consumable materials

- Towing bar
- Wheel chocks

B. Procedure

- 1) To tow the aircraft, the following personnel is necessary :
 - a mechanic in the cockpit,
 - if necessary, a mechanic at each wing tip,
 - a maneuver supervisor.
- 2) Open baggage compartment access door 219 and take the towing bar.
- 3) Connect the towing bar to the nose gear.
- 4) Make sure the tie-down cords have been removed.
- 5) If installed, remove the flight controls locking device.
- 6) Make sure the required personnel is at the correct positions.
- 7) Make sure the wheel chocks have been removed.
- 8) Make sure the aircraft and the surrounding area are clear of any tools, stepladders, etc.
- 9) Release the parking brake.
- 10) Slowly start the towing maneuver, avoid sudden stops as much as possible and perform the largest turns possible.
- 11) Once the towing maneuver completed, align the nose wheel with the aircraft centerline.
- 12) Apply the parking brake.
- 13) Disconnect the towing bar from the nose gear.
- 14) Stow the towing bar in the baggage compartment and close access door 219.

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- 15) If necessary, install the flight controls locking device.
- 16) Close the cockpit access doors.
- 17) Position the wheel chocks.
- 18) If necessary, install the tie-down cords.
- 19) Make sure all the tools and materials are removed and the work area is clean and free from debris.

TAXIING

DESCRIPTION AND OPERATION

1. GENERAL

Taxiing is performed using the aircraft engine power.

The engine starting procedure, the speed and braking limitations and the detailed taxiing procedure are described in the Pilot's Operating Handbook.

Engine starting and taxiing must be performed by qualified personnel.

When starting the engine, take into account the aircraft hazardous areas with the engine running :

- around the propeller,
- within the propeller propwash area.

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