



UNCLASSIFIED

PROGRAM C-27J AIR FORCE SLOVENIAN ARMY

ANSWER TO REQUEST FOR TECHNICAL INFORMATION

REF: RFTI-24017- 09/sep/2024

FROM : F.Nastasi TO : Logistic Customer Service

DATE : 10-10-2024 CC :

O/REF. : TEMA/004/RTI/24.0624 ANNEX : None

SUBJECT : Answer to RFTI 24017 "AIRCRAFT TOWING"

ANSWER : Dear sirs,

With reference to the maximum angle of inclination on which the aircraft can be safely towed, two cases have to be considered: for towing or pushing back the aircraft uphill, the allowed slope depends on the aircraft weight.

For the uphill case the following table shows the relation between C-27J A/C weight and the allowed slope, cleared for both towed or pushed back aircraft. The slope is indicated in percent (i.e. elevation gain in cm per 100 cm slope length). Max allowed slope is 3%.

Wtow(kg)	% slope
32000	0.0
29750	0.5
27500	1.0
26250	1.5
25000	2.0
24000	2.5
23000	3.0

For towing or pushing back the aircraft downhill no limit on aircraft weight up to 32000 Kg applies.
Max allowed slope is 3%.

It is recommended to take into account that towing the A/C on a not levelled plane requires extreme caution.



Some additional cautions to be absolutely observed in case of not levelled towing, in addition to those listed in the T.M. AER(EP).1C-SVN.C-27J-2-00GV, follow:

Absolutely avoid quick starts and stops.

Never tow the airplane faster than a slow walk.

Never tow airplane with underinflated tires.

Prior to undertaking a pushback operation, tow the airplane forward for a short distance to ensure the brakes have released.

During uphill pushback operation the aircraft could accentuate its tendency to turn, trend that must be constantly corrected by the truck operator.

For any further information do not hesitate to contact us.
Best regards,

F.Nastasi

