

COMMERCIAL AIRCRAFT TOWBAR ATTACH FITTING INTERFACE

1. **PURPOSE:** The purpose of this Aerospace Standard is to standardize towbar attach fittings interface by aircraft weight category (which determines towbar forces) so that one towbar can be used for all aircraft within that weight category.
2. **SCOPE:** Operators of commercial passenger and cargo aircraft in unanimity will request aircraft manufacturers to follow this standard in the design of the nose gear (when towing operations are normally done from the nose gear) in conventional tricycle type landing gears.
3. **EFFECTIVE:** This Aerospace Standard is applicable to new aircraft. To effect on existing aircraft a change to the basic specification is required.
4. **REQUIREMENTS:**
 - 4.1 **Aircraft Attachment Fitting Location:** The fitting will be designed to enable simple attachment of the towbar at the front of the nose landing gear and at the rear of the nose landing gear (when requested by the acquiring airline) for push-pull tow operations.
 - 4.2 **Aircraft Attachment Fitting Design:** The allowable towing forces on the nose landing gear specified by the aircraft manufacturer will conform to the design criteria designated by FAR's and good design practice.
 - 4.3 **Aircraft Weight Categories:**

Category	Maximum Ramp Weight
I	Less than 220,000 lb (100,000 kg)
II	220,000 lb to 330,000 lb (100,000 kg to 150,000 kg)
III	330,000 lb to 440,000 lb (150,000 kg to 200,000 kg)
IV	440,000 lb to 573,000 lb (200,000 kg to 260,000 kg)
V	Over 573,000 lb (260,000 kg)

NOTE: For aircraft whose design weight is near the top limit of a weight category, it can be classified in the next higher category to allow for weight growth.

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