

# OPERATIONAL MEMO

Memo #	154
Title	Brake rider check of nose landing gear
Date of Issue	20/10/23
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Reviewed by	Kevin Doyle
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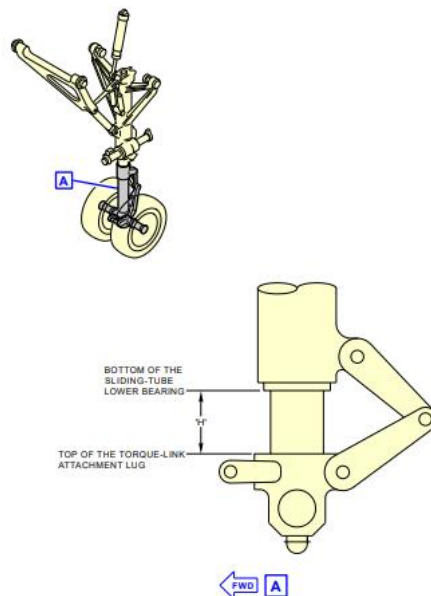
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## Reason for Issue

Review of procedures relating to brake riding has identified a requirement for a visual check to be performed of the Nose Landing Gear (NLG) by the brake rider prior to the start of any aircraft towing manoeuvre

## Details

Prior to the start of any aircraft towing manoeuvre, a visual check of the NLG must be performed by the brake rider to ensure the 'H' dimension is not more than 30 cm (11.81 in.)



NLMM\_091000\_2\_EAARD\_01\_01

**Figure 09-10-00-991-01900-00-A (SHEET 1) - Maximum Extension of the Nose-Gear Shock Absorber during Towing**

If the aircraft is towed when the 'H' dimension exceeds 30 cm (11.81 in.), damage may be caused to the cams that make the nose gear wheels return to the centre position

Selected ground crew may perform the brake rider function if they have received the necessary training and prior approval has been given by easyJet ground operations. Ground handling partners currently performing brake riding are required to:

- (a) Advise all staff currently trained to ride brakes to perform a visual check of the NLG to ensure the 'H' dimension is not more than 30 cm (11.81 in.) prior to the start of any towing manoeuvre by way of a documented process

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The easyJet logo, featuring the word "easyJet" in white lowercase letters on an orange rectangular background.

- (b) Update the brake rider checklist is updated with the requirement to perform a visual check of the NLG to ensure the 'H' dimension is not more than 30 cm (11.81 in.) prior to the start of any towing manoeuvre (updated version available on the connected portal)