



SLOVENSKI STANDARD
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Dozimetrija za merjenje izpostavljenosti kozmičnemu sevanju v civilnem letalskem prometu - 3. del: Meritve na višini letenja (ISO 20785-3:2015)

Dosimetry for exposures to cosmic radiation in civilian aircraft - Part 3: Measurements at aviation altitudes (ISO 20785-3:2015)

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Dosimétrie pour les expositions au rayonnement cosmique à bord d'un avion civil - Partie 3: Mesurages à bord d'avions (ISO 20785-3:2015)

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EUROPEAN STANDARD

EN ISO 20785-3

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October 2017

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Dosimetry for exposures to cosmic radiation in civilian aircraft - Part 3: Measurements at aviation altitudes (ISO 20785-3:2015)

Dosimétrie pour les expositions au rayonnement cosmique à bord d'un avion civil - Partie 3: Mesurages à bord d'avions (ISO 20785-3:2015)

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COMITÉ EUROPÉEN DE NORMALISATION
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CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels

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European foreword

The text of ISO 20785-3:2015 has been prepared by Technical Committee ISO/TC 85 “Nuclear energy, nuclear technologies, and radiological protection” of the International Organization for Standardization (ISO) and has been taken over as EN ISO 20785-3:2017 by Technical Committee CEN/TC 430 “Nuclear energy, nuclear technologies, and radiological protection” the secretariat of which is held by AFNOR.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by April 2018, and conflicting national standards shall be withdrawn at the latest by April 2018.

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INTERNATIONAL
STANDARD

ISO
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First edition
2015-11-15

**Dosimetry for exposures to cosmic
radiation in civilian aircraft —**

**Part 3:
Measurements at aviation altitudes**

*Dosimétrie pour les expositions au rayonnement cosmique à bord
d'un avion civil —*

Partie 3: Mesurages à bord d'avions

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

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For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](#)

The committee responsible for this document is ISO/TC 85, *Nuclear energy, nuclear technologies, and radiological protection*, Subcommittee SC 2, *Radiological protection*.

ISO 20785 consists of the following parts, under the general title *Dosimetry for exposures to cosmic radiation in civilian aircraft*:

- *Part 1: Conceptual basis for measurements*
- *Part 2: Characterization of instrument response*
- *Part 3: Measurements at aviation altitudes*

Introduction

Aircraft crews are exposed to elevated levels of cosmic radiation of galactic and solar origin and secondary radiation produced in the atmosphere, the aircraft structure and its contents. Following recommendations of the International Commission on Radiological Protection in Publication 60,^[1] confirmed by Publication 103,^[2] the European Union (EU) introduced a revised Basic Safety Standards Directive^[3] which included exposure to natural sources of ionizing radiation, including cosmic radiation, as occupational exposure. The Directive requires account to be taken of the exposure of aircraft crew liable to receive more than 1 mSv per year. It then identifies the following four protection measures: (i) to assess the exposure of the crew concerned; (ii) to take into account the assessed exposure when organizing working schedules with a view to reducing the doses of highly exposed crew; (iii) to inform the workers concerned of the health risks their work involves; and (iv) to apply the same special protection during pregnancy to female crew in respect of the 'child to be born' as to other female workers. The EU Council Directive has to be incorporated into laws and regulations of EU Member States and has to be included in the aviation safety standards and procedures of the Joint Aviation Authorities and the European Air Safety Agency. Other countries such as Canada and Japan have issued advisories to their airline industries to manage aircraft crew exposure.

For regulatory and legislative purposes, the radiation protection quantities of interest are equivalent dose (to the foetus) and effective dose. The cosmic radiation exposure of the body is essentially uniform and the maternal abdomen provides no effective shielding to the foetus. As a result, the magnitude of equivalent dose to the foetus can be put equal to that of the effective dose received by the mother. Doses on board aircraft are generally predictable, and events comparable to unplanned exposure in other radiological workplaces cannot normally occur (with the rare exceptions of extremely intense and energetic solar particle events). Personal dosimeters for routine use are not considered necessary. The preferred approach for the assessment of doses of aircraft crew, where necessary, is to calculate directly effective dose rate, as a function of geographic location, altitude and solar cycle phase, and to fold these values with flight and staff roster information to obtain estimates of effective doses for individuals. This approach is supported by guidance from the European Commission, the ICRP in Publication 75^[4] and the ICRU in Report 84.^[5]

The role of calculations in this procedure is unique in routine radiation protection and it is widely accepted that the calculated doses should be validated by measurement. Effective dose is not directly measurable. The operational quantity of interest is ambient dose equivalent, $H^*(10)$. Indeed, as indicated in particular in ICRU Report 84, the ambient dose equivalent is considered to be a conservative estimator of effective dose if isotropic or superior isotropic irradiation can be assumed. In order to validate the assessed doses obtained in terms of effective dose, calculations can be made of ambient dose equivalent rates or route doses in terms of ambient dose equivalent, and values of this quantity determined by measurements traceable to national standards. The validation of calculations of ambient dose equivalent for a particular calculation method may be taken as a validation of the calculation of effective dose by the same computer code, but this step in the process may need to be confirmed. The alternative is to establish, *a priori*, that the operational quantity ambient dose equivalent is a good estimator of effective dose and equivalent dose to the foetus for the radiation fields being considered, in the same way that the use of the operational quantity personal dose equivalent is justified for the estimation of effective dose for radiation workers. Ambient dose equivalent rate as a function of geographic location, altitude and solar cycle phase is then calculated and folded with flight and staff roster information.

The radiation field in aircraft at altitude is complex, with many types of ionizing radiation present, with energies ranging up to many GeV. The determination of ambient dose equivalent for such a complex radiation field is difficult. In many cases, the methods used for the determination of ambient dose equivalent in aircraft are similar to those used at high-energy accelerators in research laboratories. Therefore, it is possible to recommend dosimetric methods and methods for the calibration of dosimetric devices, as well as the techniques for maintaining the traceability of dosimetric measurements to national standards. Dosimetric measurements made to evaluate ambient dose equivalent have to be performed using accurate and reliable methods that ensure the quality of readings provided to workers and regulatory authorities. This part of ISO 20785 gives procedures for the characterization of the response of instruments for the determination of ambient dose equivalent in aircraft.