
INTERNATIONAL STANDARD



2026

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

Aircraft — Connections for starting engines by air

Aéronefs — Raccords pour le démarrage à l'air des moteurs

First edition — 1974-11-01

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[ISO 2026:1974](https://standards.iteh.ai/catalog/standards/sist/40619ee4-06c7-4e0c-8203-417e6aa779d3/iso-2026-1974)

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UDC 629.7.082.03-575

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Descriptors : aircraft equipment, engine starters, compressed air, connectors.

FOREWORD

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO Member Bodies). The work of developing International Standards is carried out through ISO Technical Committees. Every Member Body interested in a subject for which a Technical Committee has been set up 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.

Draft International Standards adopted by the Technical Committees are circulated to the Member Bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 2026 was drawn up by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, and circulated to the Member Bodies in July 1970.

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It has been approved by the Member Bodies of the following countries :

Belgium	India	Spain
Canada	Israel	Switzerland
Czechoslovakia	Japan	Thailand
Egypt, Arab Rep. of	Netherlands	United Kingdom
France	New Zealand	U.S.S.R.
Greece	South Africa, Rep. of	

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The Member Body of the following country expressed disapproval of the document on technical grounds :

U.S.A.

Aircraft – Connections for starting engines by air

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1 SCOPE AND FIELD OF APPLICATION

This International Standard specifies the dimensions of connections for starting aircraft engines by air, which are necessary to ensure international interchangeability of connectors with adaptors. It also gives the minimum clearances required on the aircraft to provide adequate access for the ground adaptor.

2 DIMENSIONS

2.1 The basic dimensions and tolerances for connections on aircraft shall be as shown in figure 1 and table 1.

2.2 The minimum clearances around the connector, on the aircraft, for adequate access for the ground adaptor are given in figure 2 and table 2.

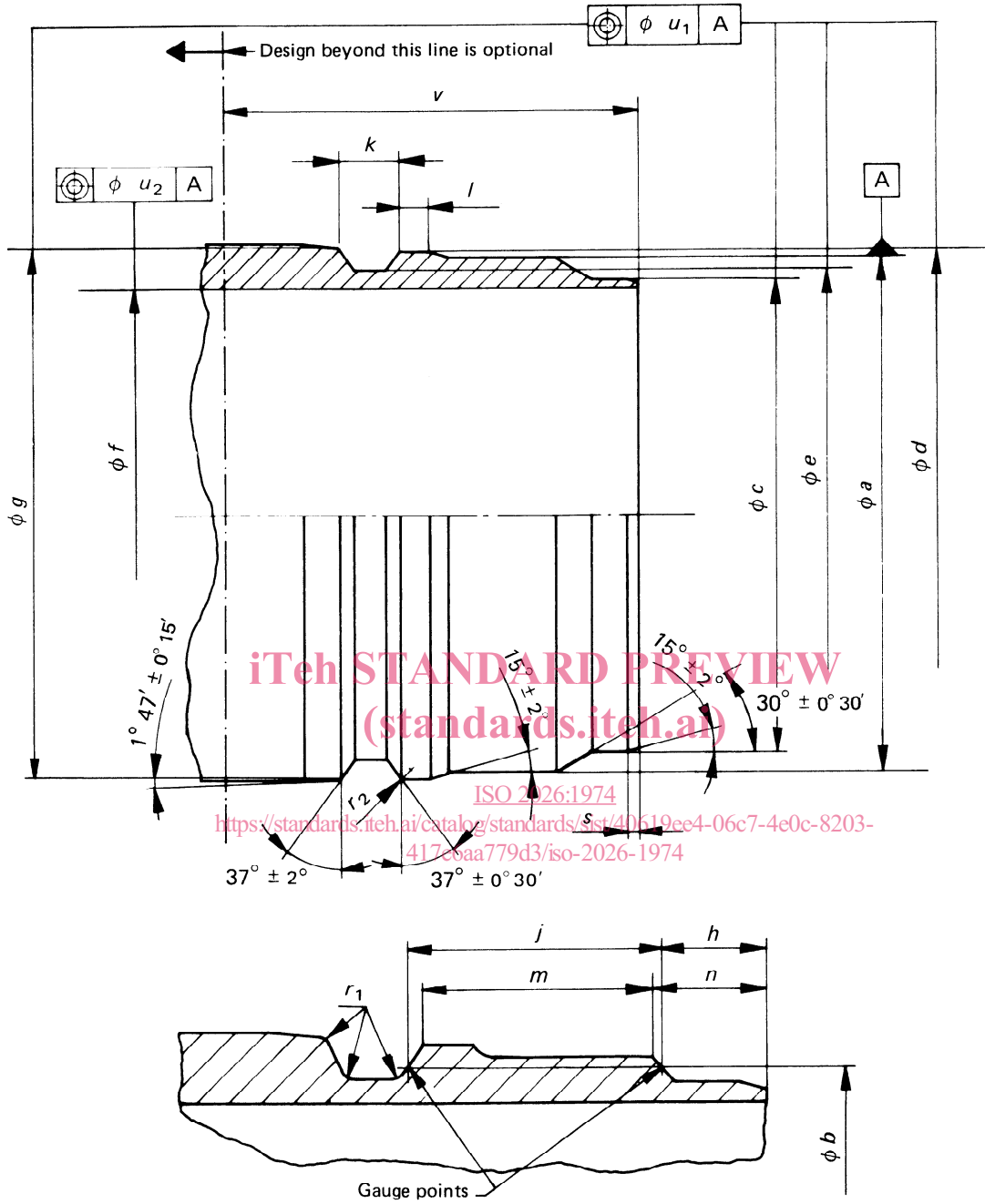


FIGURE 1 – Basic dimensions and tolerances of connection

TABLE 1 – Dimensions and tolerances for connections on aircraft

Dimension	mm	in
ϕa	85 max. 84,86 min.	3.346 max. 3.341 min.
ϕb	83,9 max. 83,76 min.	3.303 max. 3.297 min.
ϕc	78,77 max. 78,696 min.	3.101 max. 3.098 min.
ϕd	86,4 max. 86,26 min.	3.402 max. 3.397 min.
ϕe	81,46 max. 81,33 min.	3.209 max. 3.203 min.
ϕf	76,19 (reference)	3 (reference)
ϕg	87,9 max. 87,76 min.	3.461 max. 3.456 min.
h	$12 \pm 0,08$	0.472 ± 0.003
j	$28,6 \pm 0,08$	1.126 ± 0.003
k	$9,5 \pm 0,2$	0.374 ± 0.008
l	$5 \pm 0,2$	0.197 ± 0.008
m	26,7 (reference)	1.051 (reference)
n	13 (reference)	0.511 (reference)
r_1	$1,5 \pm 0,5$	0.06 ± 0.02
r_2	$1 \pm 0,125$	0.04 ± 0.005
s	$1,5 \pm 0,2$	0.06 ± 0.008
u_1	0,025	0.001
u_2	0,125	0.005
v^*	66,675 min.	2.625 min.

* Minimum length to ensure coupling connection. Increase length when bolted flanges are used.

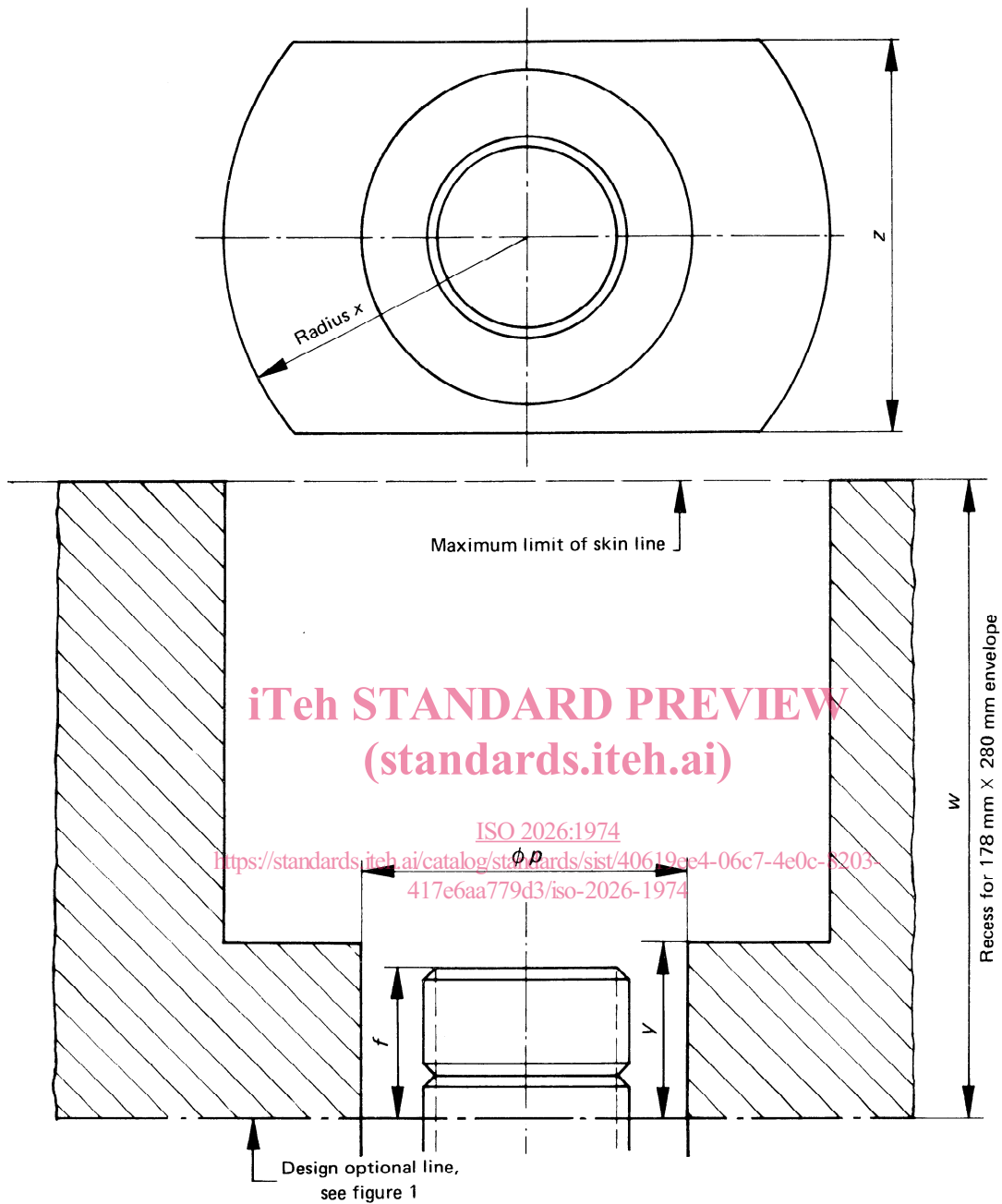


FIGURE 2

TABLE 2 – Minimum clearances between aircraft and connection

Dimension	mm	in
ϕp min.	152,0	6.0
f min.	66,7	2.625
y max.	76,2	3.0
w max.	210,0	8.25
z min.	178,0	7.0
Rad. x min.	140	5.5

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