FINAL
DRAFT

INTERNATIONAL
STANDARD

**ISO/FDIS
2026**

ISO/TC **20**/SC **9**

Secretariat: AFNOR

Voting begins on:
2020-03-26

Voting terminates on:
2020-05-21

Aircraft — Connections for starting engines by air

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

Reference number
ISO/FDIS 2026:2020(E)

ISO copyright office
CP 401 • Ch. de Blandonnet 8
CH-1214 Vernier, Geneva
Phone: +41 22 749 01 11
Fax: +41 22 749 09 47
Email: copyright@iso.org
Website: www.iso.org

Published in Switzerland

Contents

Page

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).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Subcommittee SC 9, *Air cargo and ground equipment*.

This second edition cancels and replaces the first edition (ISO 2026:1974), of which it constitutes a minor revision. The changes compared to the previous edition are as follows:

— Clauses 2 and 3 have been added in accordance with the ISO/IEC Directives, Part 2.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Aircraft — Connections for starting engines by air

1 Scope

This document 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 Normative references

There are no normative references in this document.

3 Terms and definitions

No terms and definitions are listed in this document.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at http://www.iso.org/obp

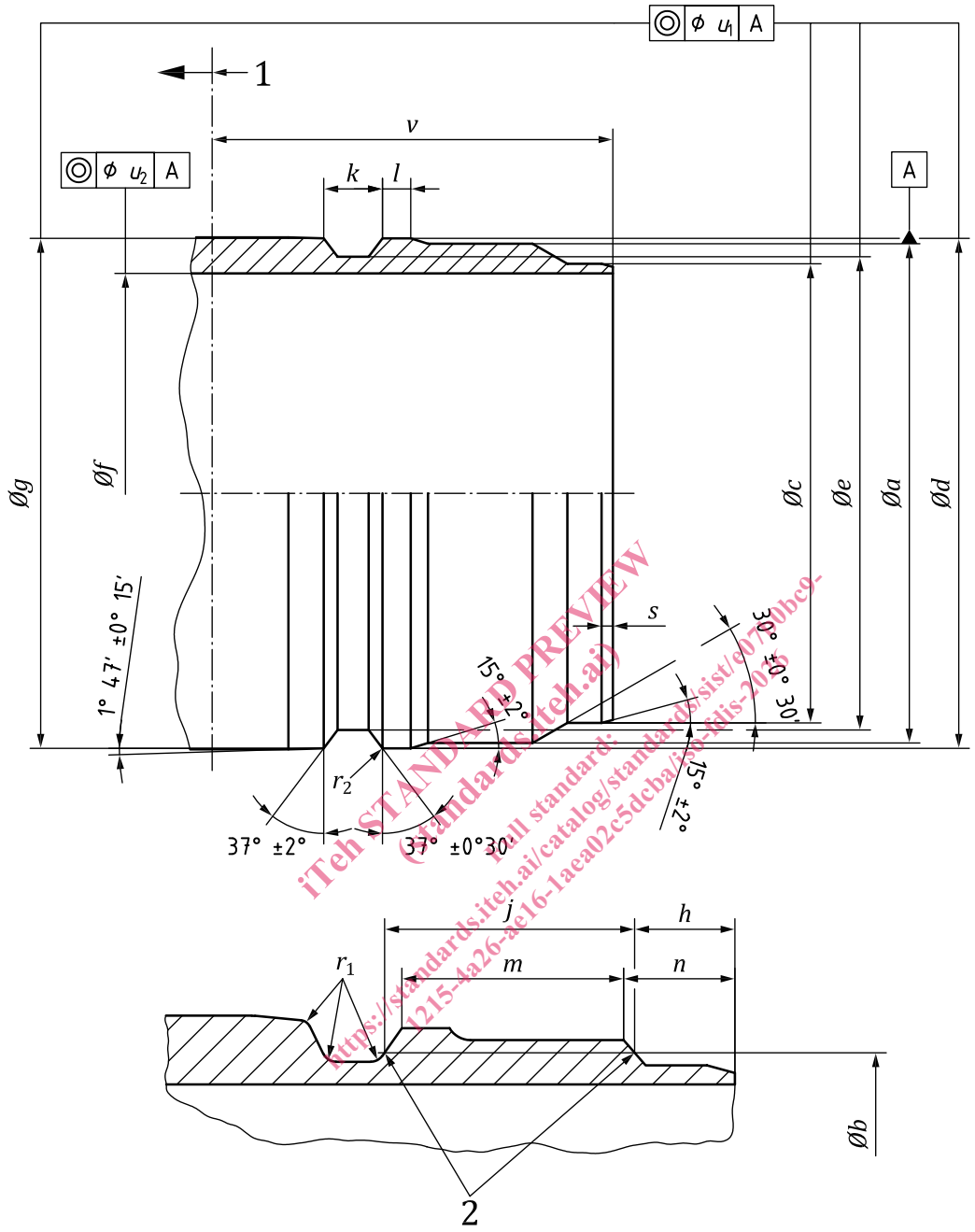
— IEC Electropedia: available at http://www.electropedia.org/

4 Dimensions

4.1 The basic dimensions and tolerances for connections on aircraft shall be as shown in Figure 1 and Table 1.

4.2 The minimum clearances around the connector, on the aircraft, for adequate access for the ground adaptor are given in Figure 2 and Table 2.

Dimensions in millimetres



Key

1 design beyond this line is optional

2 gauge points

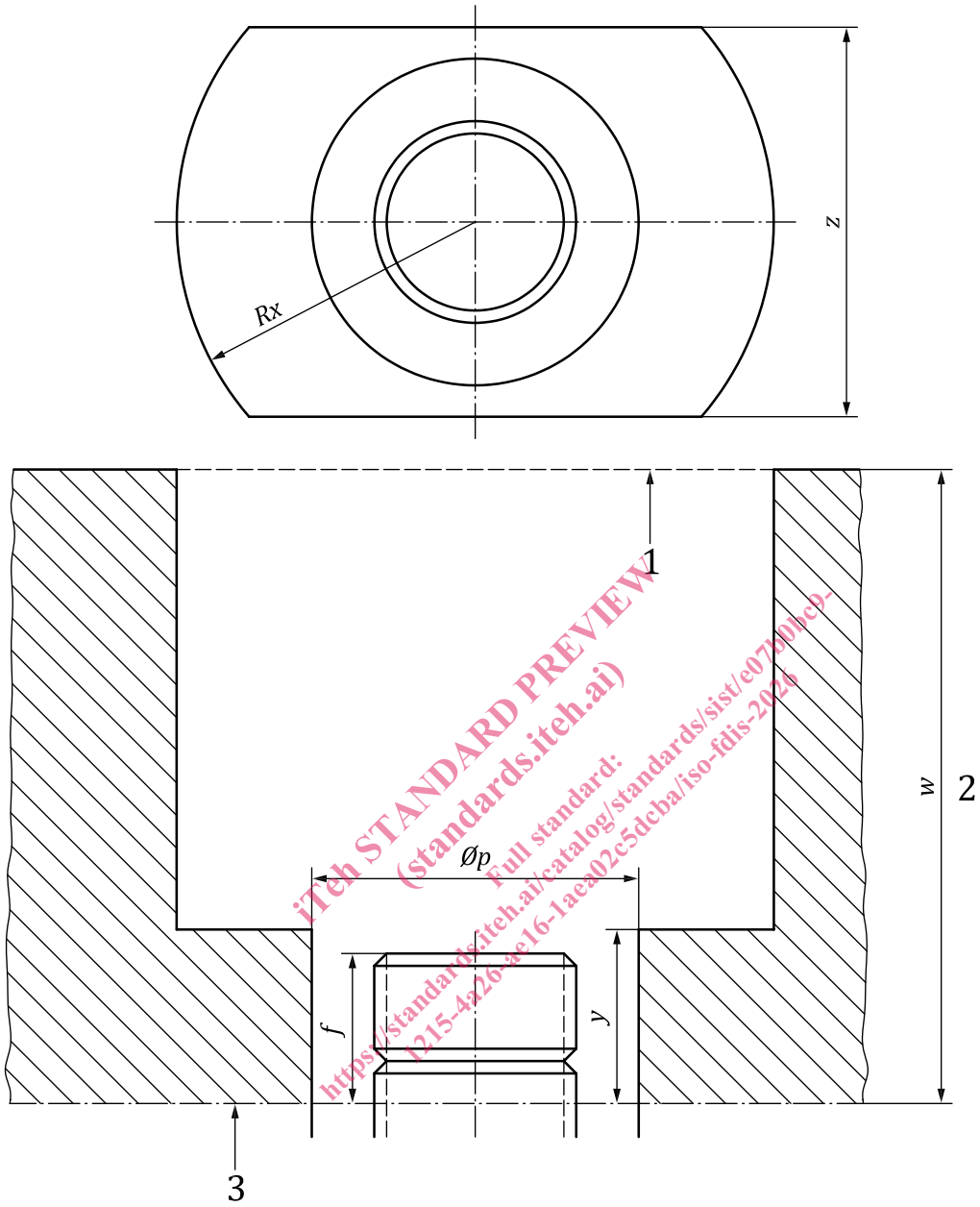
Figure 1 — Basic dimensions and tolerances of connection

Table 1 — Dimensions and tolerances for connections on aircraft

Dimension	mm	in
Ø *a*	85 max. 84,86 min.	3.346 max. 3.341 min.
Ø *b*	83,9 max. 83,76 min.	3.303 max. 3.297 min.
Ø *c*	78,77 max. 78,696 min.	3.101 max. 3.098 min.
Ø *d*	86,4 max. 86,26 min.	3.402 max. 3.397 min.
Ø *e*	81,46 max. 81,33 min.	3.209 max. 3.203 min.
Ø *f*	76,19 (reference)	3 (reference)
Ø *g*	87,9 max. 87,76 min.	3.461 max. 3.456 min.
h	(12 ± 0,08)	(0.472 ± 0.003)
j	(28,6 ± 0,08)	(1.126 ± 0.003)
k	(9,5 ± 0,2)	(0.374 ± 0.008)
l	(5 ± 0,2)	(0.197 ± 0.008)
m	26,7 (reference)	1.051 (reference)
n	13 (reference)	0.511 (reference)
r_1	(1,5 ± 0,5)	(0.06 ± 0.02)
r_2	(1 ± 0,125)	(0.04 ± 0.005)
s	(1,5 ± 0,2)	(0.06 ± 0.008)
u_1	0,025	0.001
u_2	0,125	0.005
v[a]	66,675 min.	2.625 min.

[a] Minimum length to ensure coupling connection. Increase length when bolted flanges are used.

Dimensions in millimetres



Key

1 maximum limit of skin line

2 recess for 178 mm × 280 mm envelope

3 design optional line, see Figure 1

Figure 2

Table 2 — Minimum clearances between aircraft and connection

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