
**Aircraft — Tow bar attachment fittings
interface requirements —**

**Part 2:
Regional aircraft**

Aéronefs — Exigences d'interface des ferrures d'attache de barre de tractage —

Partie 2: Aéronefs régionaux

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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 document 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).

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

This fourth edition cancels and replaces the third edition (ISO 8267-2:2019), which has been technically revised.

The main changes are as follows:

- the normative and aircraft airworthiness references have been updated.

A list of all parts in the ISO 8267 series can be found on the ISO website.

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.

Introduction

The purpose of this document is to achieve tow bar attachment fittings interface standardization by aircraft mass category (which determines tow bar forces) in order to ensure that a single type of tow bar with a standard connection can be used for all aircraft types within or near that mass category, so as to assist operators and airport handling companies in reducing the number of different tow bar types used.

In this document, the following verbal forms are used:

- “shall” indicates a requirement;
- “should” indicates a recommendation;
- “may” indicates a permission;
- “can” indicates a possibility or a capability.

Recommended criteria are, while not mandatory, considered to be of primary importance in providing safe aircraft towing arrangements. Deviation from recommended criteria should only occur after careful consideration, extensive testing, and thorough service evaluation have shown alternative methods to be satisfactory.

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