
**Aircraft — Ground service connections
— Locations and types**

Aéronefs — Prises de service au sol — Emplacements et types

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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).

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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 10842:2006), which has been technically revised.

The main changes compared to the previous edition are as follows:

- [5.1](#), [5.2](#), [6.1](#), [7.2](#) and [7.3](#) has been technically revised;
- a new subclause ([8.4](#)) has been added.

Introduction

This document specifies standardized locations and types of main line transport aircraft ground service connections to accommodate the growing trend toward fixed systems which use the passenger boarding bridge and/or underground “pop-up” or pit systems as a vehicle for sources of utilities. In standardizing the locations of aircraft service connections, they should, however, continue to be served efficiently in those instances where mobile ground support equipment (GSE) is used.

The objectives of standardizing the locations of aircraft servicing connections are:

- reducing ramp congestion and equipment interference around the aircraft, and minimizing the chance of aircraft damage from mobile ground support equipment (GSE);
- allowing for optimization of ground services, both fixed and mobile, specifically 400 Hz electric power, preconditioned air for cabin conditioning, pneumatic power for jet engine start, potable water, lavatory service (draining, flushing), aircraft refuelling, and interphone (headset) connections;
- standardizing the locations of service points around the aircraft to allow airport planners and facility engineers to design fixed servicing systems to serve all aircraft easily and efficiently, as well as to provide additional standards and parameters for mobile ground support equipment (GSE) that connects to the aircraft.

Throughout this document, the minimum essential criteria are identified by use of the key word “shall”. Recommended criteria are identified by use of the key word “should” and, while not mandatory, are considered to be of primary importance in providing serviceable, economical and practical aircraft ground service connections layouts. Deviation from recommended criteria should only occur after careful consideration and thorough service evaluation have shown alternate methods to provide an equivalent level of efficiency.

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