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

**Part 1:
Main line aircraft**

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

Partie 1: Aéronefs de ligne

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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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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 20, *Aircraft and space vehicles*, Subcommittee SC 9, *Air cargo and ground equipment*.

This second edition of ISO 8267-1 cancels and replaces the first edition (ISO 8267-1:2005), which has been technically revised.

ISO 8267 consists of the following parts, under the general title *Aircraft — Tow bar attachment fittings interface requirements*:

- *Part 1: Main line aircraft*
- *Part 2: Regional aircraft*

Introduction

The aim of this part of ISO 8267 is to standardize main line aircraft tow bar attachment fittings according to aircraft mass category (which determines tow bar forces), so that one tow bar can be used for all aircraft within that mass category.

Throughout this part of ISO 8267, the minimum essential criteria are identified by the use of the key-word 'shall'. Recommended criteria are identified by the use of the key-word 'should' and, while not mandatory, are 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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