

INTERNATIONAL STANDARD

ISO
10327

First edition
1995-02-15

Aircraft — Certified aircraft container for air cargo — Specification and testing

*Aéronefs — Conteneurs certifiés pour le fret aérien — Spécification et
essais*



Reference number
ISO 10327:1995(E)

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.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

International Standard ISO 10327 was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Subcommittee SC 9, *Air cargo and ground equipment*.

© ISO 1995

All rights reserved. Unless otherwise specified, no part of this publication may be reproduced or utilized in any form or by any means, electronic or mechanical, including photocopying and microfilm, without permission in writing from the publisher.

International Organization for Standardization
Case Postale 56 • CH-1211 Genève 20 • Switzerland

Printed in Switzerland

This document is a preview generated by EVS

Introduction

For the purpose of this International Standard the minimum essential criteria are identified by use of the key word "shall". Other recommended criteria are identified by the key word "should", and while not mandatory, are considered to be of primary importance in providing serviceable, economical, and practical air transport containers. Deviation from recommended criteria should occur only after careful consideration, extensive testing and thorough service evaluation have shown alternative methods to be satisfactory.

This document is a preview generated by EVS

This page intentionally left blank

Aircraft — Certified aircraft container for air cargo — Specification and testing

1 Scope

This International Standard specifies the basic requirements for the specification and testing of containers that have the nominal base sizes shown in table 1.

Table 1

Size code of the base in accordance with ISO 8097	Container size	
	mm	in
A	2 235 × 3 175	88 × 125
M	2 438 × 3 175	96 × 125
B	2 235 × 2 743	88 × 108

It provides minimum requirements for a certified aircraft container not exclusively designed for lower deck and wide body aircraft.

2 Normative references

The following standards contain provisions which, through reference in this text, constitute provisions of this International Standard. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the standards indicated below. Members of IEC and ISO maintain registers of currently valid International Standards.

ISO 4116:1986, *Air cargo equipment — Ground equipment requirements for compatibility with aircraft unit load devices.*

ISO 4171:1993, *Air cargo equipment — Interline pallets.*

ISO 7166:1985, *Aircraft — Rail and stud configuration for passenger equipment and cargo restraint.*

ISO 8097:1993, *Aircraft — Minimum airworthiness requirements and test conditions for certified air cargo unit load devices.*

ISO 11242:—¹⁾, *Aircraft — Pressure equalization requirements for cargo container.*

IATA ULD Technical Manual, 8th edition.²⁾

3 Base

3.1 Construction

The base shall be enclosed on all four sides by an aluminium extrusion. The corners' integrity with the edges shall be a prime concern. The corner radius shall be 50,8 mm (2 in). The base shall not contain rough or sharp edges potentially dangerous to personnel, cargo, airplane or terminal handling equipment. The construction of the base shall be designed for strength and durability, to withstand harsh treatment in service. The base shall be structurally attached to, and an integral part of, the container assembly. The base shall be removable with hand tools and shall be interchangeable.

1) To be published.

2) Available from International Air Transport Association, 2000 Peel Street, Montreal, Canada H3A 2R4 or Route de l'Aéroport 33, Case postale 672, 1215 Geneva 15, Switzerland.