

ISO

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION

ISO RECOMMENDATION R 443

MARKING OF AIRCRAFT GAS CYLINDERS

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BRIEF HISTORY

The ISO Recommendation R 443, *Marking of Aircraft Gas Cylinders*, was drawn up by Technical Committee ISO/TC 20, *Aircraft*, the Secretariat of which is held by the British Standards Institution (BSI).

Work on this question by the Technical Committee began in 1955 and led, in 1959, to the adoption of a Draft ISO Recommendation.

In August 1960, this Draft ISO Recommendation (No. 403) was circulated to all the ISO Member Bodies for enquiry. It was approved, subject to a few modifications of an editorial nature, by the following Member Bodies:

Belgium	Indonesia	Pakistan
Canada	Iran	Republic of South Africa
Chile	Israel	Spain
Czechoslovakia	Italy	Sweden
France	Japan	Switzerland
Germany	Netherlands	Turkey
Greece	New Zealand	United Kingdom
		U.S.S.R.

No Member Body opposed the approval of the Draft.

The Draft ISO Recommendation was then submitted by correspondence to the ISO Council, which decided, in July 1965, to accept it as an ISO RECOMMENDATION.

MARKING OF AIRCRAFT GAS CYLINDERS

1. Cylinders and containers for the carriage of gases on aircraft should be marked by means of labels or transfers, with an indication of
 - (a) the degree of dangerousness of the gas;
 - (b) the name of the gas;
 - (c) the chemical formula of the gas.
2. The size and shape of the label or transfer should be as shown in Figure 1.
3. The colours of the labels or transfers, and the symbols, if any, used to indicate the degree of dangerousness of the gases should be as follows, the labels, transfers and symbols being outlined in black:

Dangerousness of gas	Background colour	Symbol
Not dangerous	White	None
Harmful to health	Orange	White death's head
Flammable	Orange	White and orange flames
Harmful to health and flammable	Orange	White death's head and white and orange flames

4. The name and chemical formula of the gas should be marked in black letters on the label or transfer as conspicuously as possible, as shown in the examples in Figure 2.
5. Two labels or transfers should be applied to each cylinder or container, near the valve and opposite to each other. They should not be applied to the cylindrical part of the vessel.