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# INTERNATIONAL STANDARD



# 2026

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INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

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## Aircraft — Connections for starting engines by air

*Aéronefs — Raccords pour le démarrage à l'air des moteurs*

First edition — 1974-11-01

## FOREWORD

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO Member Bodies). The work of developing International Standards is carried out through ISO Technical Committees. Every Member Body interested in a subject for which a Technical Committee has been set up 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.

Draft International Standards adopted by the Technical Committees are circulated to the Member Bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 2026 was drawn up by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, and circulated to the Member Bodies in July 1970.

It has been approved by the Member Bodies of the following countries:

Belgium	India	Spain
Canada	Israel	Switzerland
Czechoslovakia	Japan	Thailand
Egypt, Arab Rep. of	Netherlands	United Kingdom
France	New Zealand	U.S.S.R.
Greece	South Africa, Rep. of	

The Member Body of the following country expressed disapproval of the document on technical grounds:

U.S.A.

# Aircraft – Connections for starting engines by air

## 1 SCOPE AND FIELD OF APPLICATION

This International Standard specifies the dimensions of connections for starting aircraft engines by air, which are necessary to ensure international interchangeability of connectors with adaptors. It also gives the minimum clearances required on the aircraft to provide adequate access for the ground adaptor.

## 2 DIMENSIONS

**2.1** The basic dimensions and tolerances for connections on aircraft shall be as shown in figure 1 and table 1.

**2.2** The minimum clearances around the connector, on the aircraft, for adequate access for the ground adaptor are given in figure 2 and table 2.