BS ISO 6517:2013

BSI Standards Publication

Air cargo — Certified lower deck containers — Design and testing

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National foreword

This British Standard is the UK implementation of ISO 6517:2013. It supersedes BS M 70:1993 which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee ACE/57, Air cargo and ground support equipment.

A list of organizations represented on this committee can be obtained on request to its secretary.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

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Compliance with a British Standard cannot confer immunity from legal obligations.

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INTERNATIONAL STANDARD

ISO 6517

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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. www.iso.org/directives

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Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

The committee responsible for this document is ISO/TC 20, *Aircraft and space vehicles*, Subcommittee SC 9, *Air cargo and ground equipment*.

This third edition cancels and replaces the second edition (ISO 6517:1992), which has been technically revised to take into account ISO 21100 and TSO/ETSO C90d.

Introduction

The basic functions of lower deck air cargo containers are:

a) the unitization of baggage, cargo or mail during ground handling and transportation, and

b) the restraint of their contents against accelerations encountered in flight.

Throughout this International Standard, 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 safe, economical and usable containers. Deviation from recommended criteria should only occur after careful consideration and thorough service evaluation have shown alternate methods to provide an equivalent level of quality and safety.

The requirements of this International Standard are expressed in the applicable SI units, with approximate inch-pound units conversion between brackets for convenience in those countries using that system. Where it is deemed necessary to use exact values, the SI unit ones are to be used. Per exception, the exact figures are those in inches for container base overall outside dimensions.

INTERNATIONAL STANDARD **ISO 6517:2013(E)**

Air cargo — Certified lower deck containers — Design and testing

1 Scope

1.1 This International Standard covers the minimum design and operational testing requirements for general purpose base-restrained containers exclusively intended for the lower deck compartments of main line civil transport aircraft, capable of being used by either airlines or shippers and requiring airworthiness authority approval (certification).

NOTE 1 The metric equivalents for dimensions have been rounded up or down to the nearest millimetre, except in critical dimensions. Masses have been rounded up to the nearest kilogram and forces have been rounded up to the nearest 10 N.

NOTE 2 Containers with other base sizes than those specified by this International Standard can also be built to a lower deck contour, but they need not be carried exclusively on the lower deck. See ISO 10327.

1.2 This International Standard does not cover the performance requirements and ultimate load testing parameters for approval by airworthiness authorities (certification), which are covered in ISO 21100 or, for units approved prior to 2012, ISO 8097:2001. The design and operational testing requirements of this International Standard are additional to those of these standards.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

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

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

ISO 8097:2001, *Aircraft — Minimum airworthiness requirements and test conditions for certified air cargo unit load devices* (Endorsement of NAS 3610 10th edition)

ISO/TR 8647:1990, *Environmental degradation of textiles used in air cargo restraint equipment*

ISO 10046:1996, *Aircraft — Methodology of calculating cargo compartment volumes*

ISO 10327:1995, *Aircraft — Certified aircraft container for air cargo — Specification and testing*

ISO 11242:1996, *Aircraft — Pressure equalization requirements for cargo containers*

ISO 21100:—[1)], *Air cargo unit load devices — Performance requirements and test parameters*

CAAC CCAR-21, *Certification Procedures for Products and Parts*[2)]

CAAC CCAR-25, *Airworthiness Standards – Transport Category Airplanes*, paragraph 25.855, *Cargo or baggage compartments*, and Appendix F[2)]

CAAC CCAR-121, *Air Carriers Certification and Operations system*[2)]

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1) To be published. (Technical revision of ISO/PAS 21100:2011.)

2) The Civil Aviation Administration of China (CAAC) listed documents constitute the Chinese government transport aircraft airworthiness approval Regulations.

