

INTERNATIONAL STANDARD

**ISO
9662**

First edition
1994-02-15

Aircraft equipment — Environmental and operating conditions for airborne equipment — Humidity, temperature and pressure tests

*Équipements aéronautiques — Conditions d'environnement et de
fonctionnement pour les équipements embarqués — Essais d'humidité,
de température et de pression*



Reference number
ISO 9662 1994(E)



Documents

Document Sharing Hub

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 9662 was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Subcommittee SC 5, *Environmental and operational conditions for aircraft equipment*.

© ISO 1994

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

Introduction

This International Standard is intended to apply primarily to equipment in regions of civil and transport aircraft where induced changes in atmospheric conditions result in frosting, external and internal condensation and moisture ingress.

Equipment will experience these conditions as the aircraft descends from low temperature at high altitude into a warmer atmosphere. This is particularly relevant to equipment which is not totally sealed and where the accompanying change in pressure can aggravate the effect causing ingress of moisture.

