

INTERNATIONAL STANDARD

ISO
9666

First edition
1993-12-01

Aircraft — Self-propelled lavatory-servicing vehicle — Functional requirements

*Aéronefs — Véhicules automoteurs de vidange des sanitaires —
Exigences fonctionnelles*



Reference number
ISO 9666:1993(E)



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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.

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 9666 was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Sub-Committee SC 9, *Air cargo and ground equipment*.

Annex A of this International Standard is for information only.

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

Printed in Switzerland

Aircraft — Self-propelled lavatory-servicing vehicle — Functional requirements

1 Scope

This International Standard specifies functional requirements for a self-propelled lavatory-servicing vehicle suitable for all aircraft types commonly in service in civil air transport.

It does not specify equipment design but highlights certain criteria that are known to be essential for efficient operation in the airline environment.

In all cases, this International Standard shall be applied with due reference to national regulations on sanitation that are applicable in the area in which it is proposed that the vehicle is to be used.

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 1950:1974, *Aircraft — Identification of servicing, maintenance, ground handling and safety/hazard points*.

ISO 6966:1982, *Aircraft — Basic requirements for aircraft loading equipment*.

World Health Organization, *Guidelines for Drinking-Water Quality. Volume 1. Recommendations*. Geneva. 1984. ISBN 92 4 154 1687.

World Health Organization, *Guidelines for Drinking-Water Quality. Volume 2. Criteria and Other Supporting Information*. Geneva. 1986. ISBN 92 4 154 1695.

3 General requirements

3.1 The vehicle shall be capable of accepting, transporting and disposing of waste products that can be removed from the aircraft.

3.2 The vehicle shall be used only for servicing aircraft lavatory systems and any connections to the aircraft systems shall be so designed as to prevent their inadvertent use on any other aircraft system. See ISO 1950 for identification marking of service points.

3.3 The unit shall be capable of servicing aircraft lavatory systems from points located at heights ranging from 1,6 m (63 in) to 4,5 m (177 in) above ground level.

3.4 Whenever justified, the unit should be mounted upon a standard, commercially available chassis in order to ensure maximum economies in purchase and running costs.

3.5 The overall weight, dimension and stability of the unit shall satisfy all regulations applicable to road vehicles in the intended country of use, in accordance with the requirements of ISO 6966.

3.6 The overall dimensions of the vehicle shall be kept to a minimum.

3.7 The lowest point of the loaded unit shall be not less than 200 mm (8 in) above level ground.

3.8 The unit shall be capable of turning within a swept radius of 12,2 m (40 ft).

3.9 When negotiating two intersecting ramps with a 5° difference in angle, no part of the structure of the unit shall be less than 130 mm (5 in) from the ground.