
INTERNATIONAL STANDARD



2529

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Aircraft — Zones, access doors and panels — Referencing system

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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 2529 was drawn up by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, and circulated to the Member Bodies in October 1971.

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

Austria	Italy	Thailand
Belgium	Japan	Turkey
Czechoslovakia	Netherlands	United Kingdom
Egypt, Arab Rep. of	South Africa, Rep. of	U.S.A.
India	Spain	U.S.S.R.

The Member Bodies of the following countries expressed disapproval of the document on technical grounds :

France
Germany

Aircraft – Zones, access doors and panels – Referencing system

1 SCOPE AND FIELD OF APPLICATION

This International Standard states the principles to be adopted in preparing a zone referencing system for aircraft and describes the method of referencing access doors and panels.

Its purpose is to facilitate maintenance planning, preparation of job cards and location of work areas and components, and to provide a common basis for various tasks.

2 ZONE REFERENCING SYSTEM

2.1 Zoning

2.1.1 Major zones

The aircraft shall be divided into the following major zones, which shall be designated by the standard series numbers stated.

Major zone	No.
Lower half of fuselage to rear pressure bulkhead (i.e. area below main cabin deck, including floor structure)	100
Upper half of fuselage to rear pressure bulkhead (i.e. area above main cabin deck, including floor panels)	200
Empennage	300
Power plants, struts, nacelles and engine bays	400
Left wing	500
Right wing	600
Landing gear and landing gear doors	700
Doors (other than landing gear doors and maintenance access doors)	800

The special series No. 900 shall be reserved for special attachments to a basic aircraft which cannot be covered by the standard series numbers; for example, spare engine carriage kits, panniers fitted externally and helicopter pannier packs.

Examples of the division of some types of aircraft into major zones are shown in Figure 3.

NOTE – It is not necessary to use all the zone numbers for every type of aircraft.

2.1.2 Sub-major zones and zones

Major zones shall be divided into sub-major zones which shall be further divided into zones, in accordance with the principles stated in 2.2.

Each sub-major zone shall be designated by a number consisting of two digits and a zero (for example 110, 120, etc. in major zone 100) and each zone shall be designated by a number consisting of three digits (for example 111, 112, ..., 119 in sub-major zone 110). The system of numbering shall be in accordance with the principles stated in 2.3.

The figure zero shall not to be used in a zone number.

An example of the division of a major zone is given in Figure 4.

2.1.3 Work locator

The use, where required, of an additional numerical digit as a "work locator" is recommended, for example :

1. Top outside
2. Top inside
3. Bottom inside
4. Bottom outside