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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 24713.2-2009

**Aircraft -- Tow bar attachment fittings interface requirements --
Part 2: Regional aircraft**

飞机 牵引杆连接件接口要求 第2部分：支线飞机
(English Translation)

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Foreword

GB/T 24713 "aircraft tow bar connector interface requirements" is divided into two parts.

--- Part 1. route aircraft;

--- Part 2. regional aircraft.

This is Part 2 GB/T 24713 of. This section identical with ISO 8267-2:2005 "Aircraft tow bar connector interfaces Requirements Part 2. regional jets. " for ease of use, this standard made the following editorial changes.

- a) the scope of the order of paragraphs have been adjusted;
- b) Normative references by the FAR/JAR25.509 to CCAR25;
- c) Fixed towing loads formula (2) printing errors;
- d) Remove international standards foreword, introduction and objectives;
- e) with a decimal point "." instead of as a decimal point "." this part is proposed by the China Aviation Industry Corporation.

This part of the aircraft by the National Standardization Technical Committee (SAC/TC435) centralized.

This section drafted by. China Integrated Technical Institute Airlines, China Aviation Industry Corporation First Aircraft Design and Research Institute.

1 Scope

This section GB/T 24713 specifies the drawbar coupling auxiliary landing gear conventional tricycle landing gear on the aircraft (when viewed from the auxiliary Landing gear traction normal operation) interface requirements.

This section applies to CCAR25 airworthiness certification of the maximum mass of not more than stop 50000kg (110000lb) regional aircraft.

This section does not apply to.

--- By CCAR23 airworthiness certification commuter category airplanes;

--- By CCAR25 airworthiness certification, but the quality is greater than the maximum downtime 50000kg (110000lb) trunk aircraft, such aircraft Defined in Part 1 of this Standard.

The purpose of this section is graded according to the quality of the aircraft (aircraft quality determines the drawbar load) standardized drawbar coupling interface to ensure Drawbar standard connector can be used within or close to the quality classification of the quality grading of all aircraft types, reducing the drawbar used kind of.

When a series of existing or anticipated aircraft types across two quality grade, they should use the same interface to connect drawbar and Consider using the standard size series high quality grade, whether this series of aircraft belonging to this Part or Part 1.

This section applies to all new regional aircraft into use after the release of this part or design.

This section does not apply to this section before release into use regional aircraft, these aircraft have different drawbar coupling. In order to machine Field easy to operate, when appropriate, can be a simple improvement to the tow bar connection member adapted to the requirements of this section.

2 Normative references

The following documents contain provisions which, through reference GB/T 24713 in this section constitute provisions of this section. For dated reference documents Member, all subsequent amendments (not including errata content) or revisions do not apply to this section, however, encouraged to reach under this section Parties to research agreement to use the latest versions of these documents. For undated reference documents, the latest versions apply to this section.

CCAR25 transport aircraft airworthiness standards

3 Terms and Definitions

The following terms and definitions apply to this section.

The maximum stopping mass greater than 50000kg (110000lb) of passenger and cargo aircraft.

The maximum stopping mass greater than 10000kg (22000lb) and less than or equal 50000kg (110000lb) of passenger and cargo aircraft.

MRW

Plane left the parking position when the maximum permissible mass under their own power or traction, including the maximum take-off mass (MTOW) and slide GB/T 24713.2-2009/ISO 8267-2:2005