

**NORTH ATLANTIC TREATY ORGANIZATION**  
**ORGANISATION DU TRAITE DE L'ATLANTIQUE NORD**

*MILITARY AGENCY FOR STANDARDIZATION (MAS)*  
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AIR BOARD

6 October 1998

MAS(AIR)231-ASSE/3315

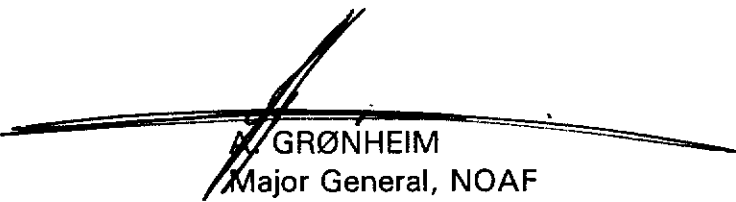
See Distribution List Air N° 10

**STANAG 3315 ASSE (EDITION 8) - AIRCRAFT CABIN PRESSURIZING TEST CONNECTIONS**

Reference:

MAS(AIR)491-ASP/3315 dated 28 January 1983 (Edition 7)

1. The enclosed NATO Standardization Agreement which has been ratified by nations as reflected in page iii is promulgated herewith.
2. The reference listed above is to be destroyed in accordance with local document destruction procedures.
3. AAP-4 should be amended to reflect the latest status of the STANAG.
4. The Air Board, MAS considers this an editorial edition to the STANAG; previous ratifying references and implementation details are deemed to be valid.



P. GRØNHEIM  
Major General, NOAF  
Chairman MAS

Enclosure:

STANAG 3315 (Edition 8)

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NATO/PfP ONLY

STANAG No. 3315  
(Edition 8)

**NORTH ATLANTIC TREATY ORGANIZATION  
(NATO)**

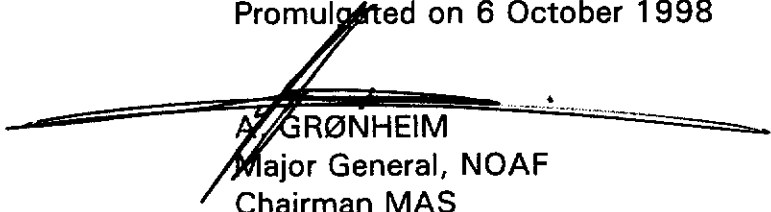


**MILITARY AGENCY FOR STANDARDIZATION  
(MAS)**

**STANDARDIZATION AGREEMENT  
(STANAG)**

SUBJECT: AIRCRAFT CABIN PRESSURIZING TEST CONNECTIONS

Promulgated on 6 October 1998

  
A. GRØNHEIM  
Major General, NOAF  
Chairman MAS

- i -

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RECORD OF AMENDMENTS

No.	Reference/date of amendment	Date entered	Signature

EXPLANATORY NOTES

AGREEMENT

1. This NATO Standardization Agreement (STANAG) is promulgated by the Chairman MAS under the authority vested in him by the NATO Military Committee.
2. No departure may be made from the agreement without consultation with the tasking authority. Nations may propose changes at any time to the tasking authority where they will be processed in the same manner as the original agreement.
3. Ratifying nations have agreed that national orders, manuals and instructions implementing this STANAG will include a reference to the STANAG number for purposes of identification.

DEFINITIONS

4. Ratification is "In NATO Standardization, the fulfilment by which a member nation formally accepts, with or without reservation, the content of a Standardization Agreement" (AAP-6).
5. Implementation is "In NATO Standardization, the fulfilment by a member nation of its obligations as specified in a Standardization Agreement" (AAP-6).
6. Reservation is "In NATO Standardization, the stated qualification by a member nation that describes that part of a Standardization Agreement that it will not implement or will implement only with limitations" (AAP-6).

RATIFICATION, IMPLEMENTATION AND RESERVATIONS

7. Page iii gives the details of ratification and implementation of this agreement. If no details are shown it signifies that the nation has not yet notified the tasking authority of its intentions. Page iv (and subsequent) gives details of reservations and proprietary rights that have been stated.

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Agreed English/French Texts

STANAG 3315  
(Edition 8)

NAVY/ARMY/AIR

NATO STANDARDIZATION AGREEMENT  
(STANAG)

AIRCRAFT CABIN PRESSURIZING TEST CONNECTIONS

Annex: A. Aircraft Connections for Canopy Seal Inflation and Test Pressure Gauge

Related Document: ISO 11:1987 - AIRCRAFT - GROUND PRESSURE TESTING CONNECTIONS FOR PRESSURE CABINS

AIM

1. The aim of this agreement is to standardize cabin pressurizing test connection, canopy seal inflation connection, and/or test pressure gauge connection as well as access clearance requirements so as to facilitate cross-servicing of the aircraft of member nations.

AGREEMENT

2. The participating nations agree to the criteria outlined below:
- a. Pressurized Aircraft Pressure Testing Connection. Conform to ISO 11:1987 for coupling with the ground pressurizing equipment.
  - b. Canopy Seal Inflation Connection and/or Test Pressure Gauge Connection. These connections on the aircraft shall comprise of 3/16-inch (4,77 mm) tubing outside diameter male threaded connection for test pressure gauge, and 1/4-inch (6,35 mm) tubing outside diameter male threaded connection for canopy seal inflation, conforming to the dimensions shown in Annex A.

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IMPLEMENTATION OF THE AGREEMENT

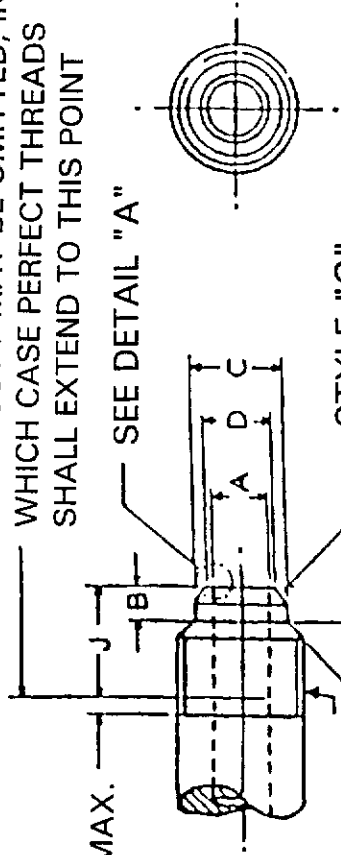
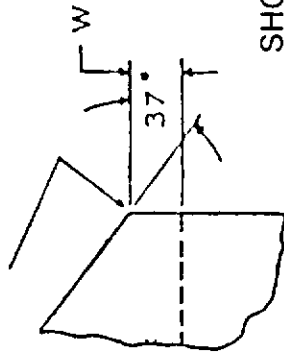
3. This STANAG is implemented when a nation has issued instructions that all future equipment procured for its forces will be manufactured in accordance with the specifications detailed in this agreement

WHEN STYLE "G" IS SPECIFIED  
UNDERCUT F MAY BE OMITTED, IN  
WHICH CASE PERFECT THREADS  
SHALL EXTEND TO THIS POINT

ANNEX A TO  
STANAG 3315  
(Edition 8)

TWO IMPERFECT THREADS MAX.

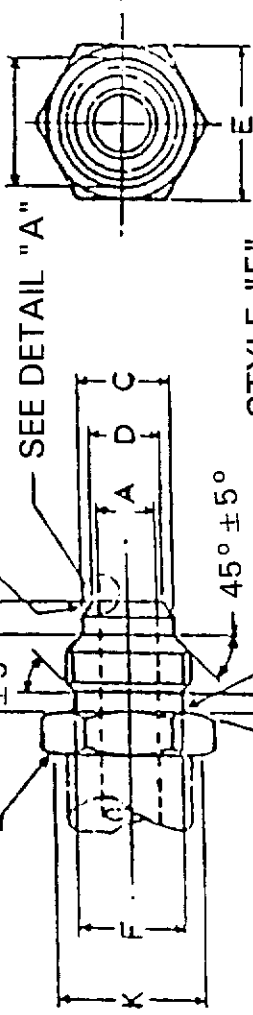
BREAK EDGE 0.005 (0,12)  
MAX. RAD.



STYLE "G"

THIS SURFACE SHALL BE FREE FROM BURRS,  
LONGITUDINAL AND SPIRAL TOOL MARKS,  
AND SHALL BE SMOOTH, EXCEPT THAT ANNULAR  
TOOL MARKS WILL BE ALLOWED TO 100 MICRONS  
RMS MAX. THREAD T

SHOULDER HEX  
OR BODY



STYLE "E"

REQUIRED ONLY WHEN  
FITTING END IS USED  
AS BASKET SEAL

15° ± 5°  
TO DIA  
OF HEX

0.0031 RAD  
+0.000  
-0.016  
+0.00  
-0.30

(0.79)

PERFECT THREADS TO THIS POINT

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TUBING O.D.	THREAD T (a)	A +0.003 (0,07) -0.004 (0,10)	B +0.015 (0,38) -0.00 (0,12)	C (a) +0.00 (0,0) -0.005 (0,12) DIA	D (a) ±0.003 (0,07) DIA	E (c)	F (a) +0.002 (0,05) -0.003 (0,07)	H (b) MAX	J ±0.015 (0,38)	K (b) ±0.010 (0,25)	Q +0.015 (0,38) -0.000	W MIN
0.188 (4,77)	0.375-24 UNJF -3A (9,52)-24 UNJF -5A	0.125 (3,17)	0.177 (4,49)	0.307 (7,79) DIA	0.146 (3,70) DIA	+0.003 0.625 -0.004 +0.07 (15,87 ) -0,10	0.312 (7,92)	0.005 (0,12)	0.479 (12,16)	0.611 (15,52)	0.063 (1,60)	0.005 (0,12)
0.250 (6,35)	0.438-20 UNJF -3A (11,11)-20 UNJF -5A	0.172 (4,36)	0.193 (4,90)	0.359 (9,11) DIA	0.193 (4,90) DIA	+0.003 0.688 -0.004 +0.07 (17,47 ) -0,10	0.364 (9,24)	0.005 (0,12)	0.550 (13,97)	0.674 (17,12)	0.075 (1,90)	0.005 (0,12)

- (a) Dimensions D.C.F. and T (Pitch diameter) shall be concentric to each other within 0.005 ins. (0,12 mm) full indicator reading.
- (b) Squareness between thread and face of Hex. shall not exceed H when measured at diameter K.
- (c) Tolerances shown apply to steel and aluminium alloy only.  
Remove all burrs and sharp edges.  
Dimensions in inches, mm conversions in brackets. Unless otherwise specified, tolerances: angles ±0.5°.

AIRCRAFT CONNECTIONS FOR CANOPY SEAL INFLATION AND TEST PRESSURE GAUGE