

Aircraft ground support equipment — Specific requirements —

Part 18: Nitrogen or Oxygen units

ICS 49.100

National foreword

This British Standard is the UK implementation of EN 12312-18:2005+A1:2009. It supersedes BS EN 12312-18:2005, which is withdrawn.

The start and finish of text introduced or altered by amendment is indicated in the text by tags. Tags indicating changes to CEN text carry the number of the CEN amendment. For example, text altered by CEN amendment A1 is indicated by **A1** **A1**.

The UK participation in its preparation was entrusted to Technical Committee ACE/57, Air cargo and ground support equipment.

A list of organizations represented on this committee can be obtained on request to its secretary.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

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English Version

Aircraft ground support equipment - Specific requirements - Part 18: Nitrogen or Oxygen units

Matériel au sol pour aéronefs - Exigences particulières -
Partie 18: Matériels d'alimentation en azote ou en oxygène

Luftfahrt-Bodengeräte - Besondere Anforderungen - Teil
18: Stickstoffgeräte oder Sauerstoffgeräte

This European Standard was approved by CEN on 28 February 2005 and includes Amendment 1 approved by CEN on 1 March 2009.

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Foreword

This document (EN 12312-18:2005+A1:2009) has been prepared by Technical Committee CEN/TC 274 "Aircraft ground support equipment" the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by October 2009, and conflicting national standards shall be withdrawn at the latest by December 2009.

This document includes Amendment 1, approved by CEN on 2009-03-01.

This document supersedes EN 12312-18:2005.

The start and finish of text introduced or altered by amendment is indicated in the text by tags A1 A1.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association and supports essential requirements of EU Directive(s).

A1 For relationship with EU Directives, see informative Annexes ZA and ZB, which are integral parts of this document. A1

The Parts of EN 12312 — Aircraft ground support equipment — Specific requirements — are:

- Part 1: Passenger stairs
- Part 2: Catering vehicles
- Part 3: Conveyor belt vehicles
- Part 4: Passenger boarding bridges
- Part 5: Aircraft fuelling equipment
- Part 6: Deicers and deicing/antiicing equipment
- Part 7: Aircraft movement equipment
- Part 8: Maintenance stairs and platforms
- Part 9: Container/Pallet loaders
- Part 10: Container/Pallet transfer transporters
- Part 11: Container/Pallet dollies and loose load trailers
- Part 12: Potable water service equipment
- Part 13: Lavatory service equipment
- Part 14: Disabled/Incapacitated passenger boarding equipment
- Part 15: Baggage and equipment tractors
- Part 16: Air start equipment
- Part 17: Air conditioning equipment
- Part 18: Nitrogen or Oxygen units
- Part 19: Aircraft jacks, axle jacks and hydraulic tail stanchions
- Part 20: Ground power equipment

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Introduction

This document specifies health and safety requirements, as well as some functional and performance requirements for nitrogen or oxygen units intended to be used for all aircraft types commonly in service in civil air transport.

The minimum essential criteria are considered to be of primary importance in providing safe, serviceable, economical and practical nitrogen or oxygen units. Deviations from the recommended criteria should occur only after careful consideration, extensive testing, risk assessment and thorough service evaluation have shown alternative methods or conditions to be satisfactory.

This document is a Type C standard as stated in  EN ISO 12100 .

The machinery concerned and the extent to which hazards, hazardous situations and events are covered are indicated in the scope of this document.

When provisions of this Type C standard are different from those which are stated in Type A or B standards, the provisions of this Type C standard take precedence over the provisions of the other standards, for machines that have been designed and built according to the provisions of this Type C standard.