

Aircraft ground equipment — Basic requirements —

Part 2: Safety requirements

ICS 49.100; 49.120

National foreword

This British Standard reproduces verbatim ISO 6966-2:2005 and implements it as the UK national standard.

The UK participation in its preparation was entrusted to Technical Committee ACE/57, Air cargo and ground support equipment, which has the responsibility to:

- aid enquirers to understand the text;
- present to the responsible international/European committee any enquiries on the interpretation, or proposals for change, and keep UK interests informed;
- monitor related international and European developments and promulgate them in the UK.

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

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Summary of pages

This document comprises a front cover, an inside front cover, the ISO title page, pages ii to v, a blank page, pages 1 to 16, an inside back cover and a back cover.

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This British Standard was published under the authority of the Standards Policy and Strategy Committee on 24 February 2006

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ISBN 0 580 47850 5

Amendments issued since publication

Amd. No.	Date	Comments

INTERNATIONAL STANDARD

ISO
6966-2

First edition
2005-11-01

Aircraft ground equipment — Basic requirements —

Part 2: Safety requirements

Matériel au sol pour aéronefs — Exigences de base —

Partie 2: Exigences de sécurité



Reference number
ISO 6966-2:2005(E)

AVA Documents
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Foreword

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ISO 6966-2 was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Subcommittee SC 9, *Air cargo and ground equipment*.

This first edition of ISO 6966-2, together with ISO 6966-1, cancels and replaces ISO 6966:1993, which has been technically revised.

ISO 6966 consists of the following parts, under the general title *Aircraft ground equipment — Basic requirements*:

- *Part 1: General design requirements*
- *Part 2: Safety requirements*

Introduction

This part of ISO 6966 specifies the safety requirements to be taken into account by manufacturers for the design of aircraft ground support equipment. It identifies the various concerns to be taken into consideration to ensure ground equipment safety for operators and aircraft.

Throughout this part of ISO 6966, the minimum essential criteria are identified by use of the key word “shall”. Recommended criteria are identified by use of the key word “should” and, while not mandatory, are considered to be of primary importance in providing safe, economical and usable aircraft ground support equipment. Deviation from recommended criteria should only occur after careful consideration and thorough service evaluation have shown alternative methods to provide an equivalent level of safety.

