

Air cargo equipment — Basic requirements for aircraft loading equipment

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Committees responsible for this British Standard

The preparation of this British Standard was entrusted by the Aerospace Systems Standards Policy Committee (ACE/-) to Technical Committee ACE/57, upon which the following bodies were represented:

- Association of Webbing Load Restraint Equipment Manufacturers
- British Airways
- British Narrow Fabrics Association
- Civil Aviation Authority (Airworthiness Division)
- Health and Safety Executive
- Ministry of Defence
- Society of British Aerospace Companies Ltd.
- Society of Motor Manufacturers and Traders Ltd.

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National foreword

This British Standard has been prepared under the direction of the Aerospace Standards Policy Committee. It is identical with ISO 6966:1993 *Aircraft — Basic requirements for aircraft loading equipment* published by the International Organization for Standardization (ISO).

Cross-references

International Standard	Corresponding British Standard
ISO 7000:1989	BS 7324:1990 <i>Guide to graphical symbols for use on equipment</i>

The Technical Committee has reviewed the provisions of ISO 4116:1986 and ISO 2328:1993, to which normative reference is made in the text, and has decided that they are acceptable for use in conjunction with this standard.

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

Compliance with a British Standard does not of itself confer immunity from legal obligations.

Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, pages 1 to 8, an inside back cover and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

1 Scope

This International Standard specifies the basic requirements applicable to aircraft loading equipment.

This International Standard applies to equipment for which functional specifications have been laid down. It shall be read in conjunction with ISO 4116 whenever the equipment involved is designed to handle unit load devices.

2 Normative references

The following standards contain provisions which, through reference in this text, constitute provisions of this part of ISO 6966. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this part of ISO 6966 are encouraged to investigate the possibility of applying the most recent editions of the standards indicated below. Members of IEC and ISO maintain registers of currently valid International Standards.

ISO 2328:1993, *Fork-lift trucks — Hook-on type fork arms and fork arm carriages — Mounting dimensions*.

ISO 4116:1986, *Air cargo equipment — Ground equipment requirements for compatibility with aircraft unit load devices*.

ISO 7000:1989, *Graphical symbols for use on equipment — Index and synopsis*.

3 Materials

3.1 Materials shall be selected from those which experience and/or tests have demonstrated to be suitable and dependable for use on aircraft ground handling equipment.

3.2 Materials used shall be corrosion-resistant and protected by plating or other surface treatment (for example, to resist the action of de-icing and hydraulic fluids).

3.3 Wherever possible, standard commercially available components shall be used.

4 Workmanship

Workmanship and methods of fabrication shall be of a high standard.

5 Codes of practice

The design, manufacturing processes and use of materials shall conform to national codes of practice.

6 Safety

6.1 General

6.1.1 Considerable importance is attached to having equipment into which the essential safety aspects have been incorporated as part of the basic design. It is particularly necessary when designing aircraft handling equipment to take into account the adverse conditions which frequently prevail in ramp areas, e.g. congested vehicle movement, exposure to weather, night operation, noise from aircraft and other vehicles and difficult communications.

6.1.2 All equipment or any component thereof, the failure of which could be hazardous, shall be designed to be fail-safe.

6.2 Personnel working surfaces

6.2.1 Personnel work platforms and walkways shall have a high traction surface.

6.2.2 Personnel work platforms and walkways shall have adequate handrail and/or guardrail protection.

6.2.3 Stairs, ramps, ladder rungs, cleats or treads shall be of nonslip material.

6.2.4 Ladders and stair treads shall be designed to support a minimum working load equivalent to a mass of 91 kg (200 lb).

6.2.5 Landings and working surfaces shall be designed to support a minimum working load equivalent to a mass of 114 kg (250 lb) for each person occupying said landing and/or working surface at the same time.

6.2.6 On open cab vehicles with passenger seat(s), a hip guard shall be provided on the outside edge of the outside seat(s) with a minimum height of 8 cm (3 in) above the seat surface.

6.3 Controls

6.3.1 Controls and warning lights shall be grouped and located so as to be convenient to the operator from his normal operating station or stations. Where there is more than one station, interlocks should be provided at each station to render inoperative the controls of all other stations.

6.3.2 Controls and warning lights shall be properly and permanently identified, preferably by pictograms (see ISO 7000).