

INTERNATIONAL STANDARD

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Aircraft — Self-propelled passenger stairs for large capacity aircraft — Functional requirements

*Aéronefs — Escaliers passagers autotractés pour aéronefs gros
porteurs — Exigences fonctionnelles*



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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

International Standard ISO 12056 was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Subcommittee SC 9, *Air cargo and ground equipment*.

Annex A forms an integral part of this International Standard. Annex B is for information only.

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Introduction

Throughout this International Standard, the minimum essential criteria are identified by the use of the key word "shall". Recommended criteria are identified by the use of the key word "should", and while not mandatory are considered to be of primary importance in providing serviceable, economical, and practical passenger stairs. Deviation from the recommended criteria should occur only after careful consideration, extensive testing and thorough service evaluation have shown alternate methods to be satisfactory.

Aircraft — Self-propelled passenger stairs for large capacity aircraft — Functional requirements

1 Scope

1.1 This International Standard specifies the functional, performance and safety requirements for self-propelled passenger boarding stairs intended for access to the cabin of all aircraft types commonly in service in international civil air transport with a cabin door sill height equal to or exceeding 2,54 m (100 in) over the ground

1.2 The intent of this International Standard is not to specify equipment design, but rather to define minimum functional and performance requirements and highlight those criteria which are recognized as essential in the environment of international airports by aircraft and vehicle manufacturers as well as airlines and handling agencies.

1.3 This International Standard shall be applied with due reference to national governmental regulations of the country where the vehicle is to be operated. The main though not exclusive areas in which such national regulations may apply are:

- regulations concerning equipment for use by the public,
- stability and other safety requirements applicable to elevating equipment.

2 Normative references

The following standards contain provisions which, through reference in this text, constitute provisions of this International Standard. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this International Standard 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 6966 1993, *Aircraft — Basic requirements for aircraft loading equipment*

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

ISO 7718:1984, *Aircraft — Connection of passenger loading bridge or transfer vehicle — Interface requirements in the vicinity of main deck passenger doors.*

ISO 11995:1996, *Aircraft — Stability requirements for loading and servicing equipment.*

3 Structure and overall dimensions

3.1 The stairs should preferably be constructed on a standard automotive chassis of appropriate gross weight rating.