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# International Standard



# 7718

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INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

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## Aircraft — Connection of passenger loading bridge or transfer vehicle — Interface requirements in the vicinity of main deck passenger doors

*Aéronefs — Accouplement d'une passerelle d'aéroport ou d'un autobus élévateur — Exigences de compatibilité au voisinage des portes d'accès au pont principal pour passagers*

ITC STANDARD PREVIEW

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[ISO 7718:1984](#)

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Descriptors : aircraft, doors, specifications, dimensions.

## 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.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council. They are approved in accordance with ISO procedures requiring at least 75 % approval by the member bodies voting.

International Standard ISO 7718 was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*.

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# Aircraft — Connection of passenger loading bridge or transfer vehicle — Interface requirements in the vicinity of main deck passenger doors

## 0 Introduction

This International Standard specifies minimum dimensional and unobstructed space requirements around main deck passenger doors on the outer skin of aircraft, applicable when these doors are designed to accept connection of existing passenger loading bridges or transfer vehicles.

NOTE — In the context of this International Standard, 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 easily and economically handled aircraft. Deviation from recommended criteria should only occur, after careful consideration, if positively required by basic aircraft design factors with a significant operational cost impact.

## 1 Scope and field of application

This International Standard specifies minimum dimensional and unobstructed space requirements around present and future public civil passenger transport aircraft main deck passenger doors when they are intended to be compatible with the thousands of passenger loading bridges and passenger transfer vehicles existing or being planned in airports worldwide.

It is *not* the intent of this International Standard to restrict in any way the basic design of any future types of public civil passenger transport aircraft. It aims, however, at clarifying for aircraft design engineers the design characteristics which would make it difficult or impossible for a new type of aircraft to connect adequately with existing airport passenger loading bridges or transfer vehicles. Should basic aircraft design requirements impose certain dimensional characteristics not complying with the present International Standard, it should be noted that:

either

- alternative methods of embarking/disembarking passengers will have to be looked for, such as integral aircraft stairs, etc;

or,

- existing passenger loading bridges and/or transfer vehicles in the airports where such a new type of aircraft is to operate will require some degree of modification/rework;

or,

- additional interface devices/equipment will be required in order to connect such a new type of aircraft with existing passenger loading bridges and transfer vehicles.

## 2 Minimum requirements

### 2.1 Minimum unobstructed space

**2.1.1** Unobstructed space shall be provided for the connection of the passenger loading bridge or transfer vehicle, as shown by the hatched area in the figure. The area bounded by the dotted line represents the opening of the bridge.

**2.1.2** This area shall be kept completely clear of any external features such as aerials, drains, pitot heads, static probes, access panels, etc.

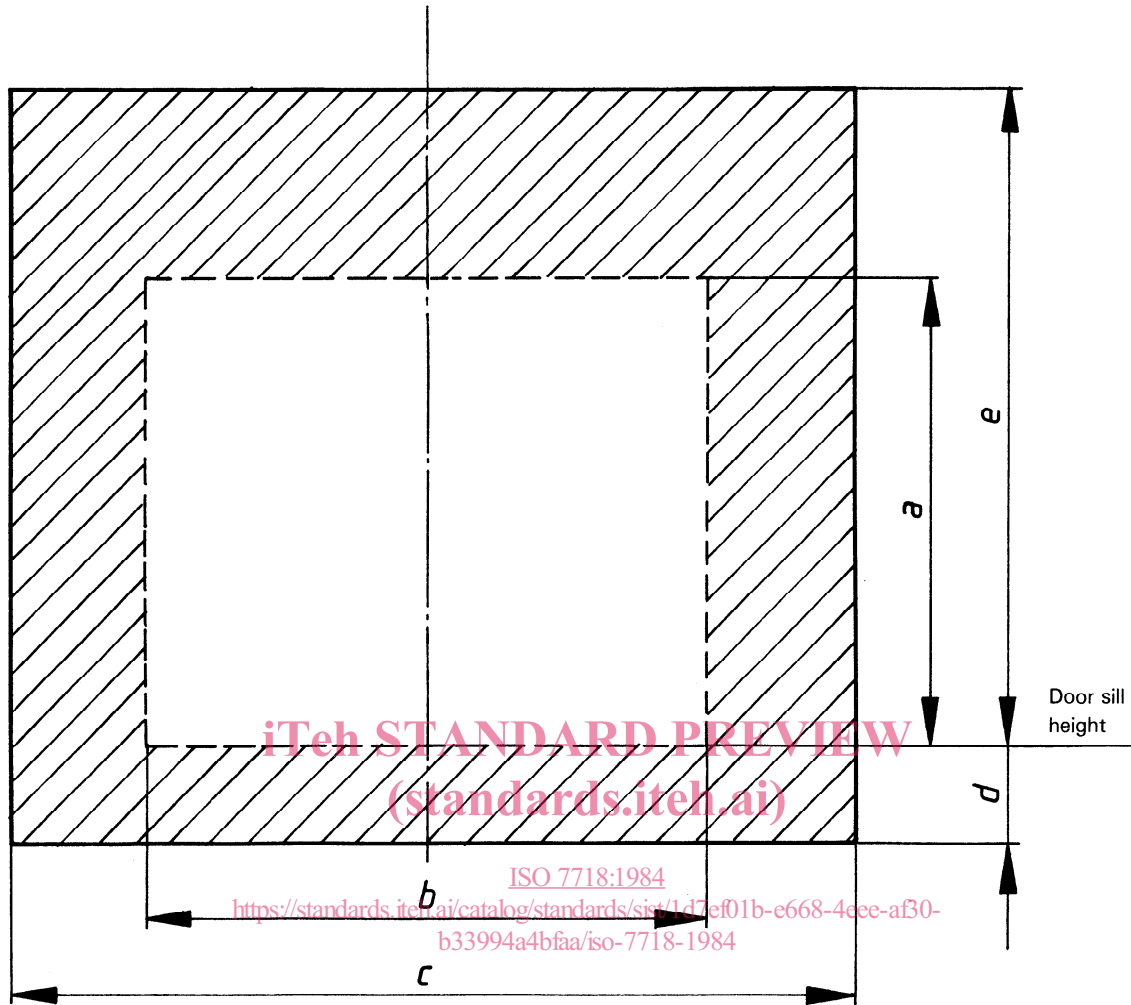
**2.1.3** Integral aircraft stairs, which neither interfere with the connection of a passenger loading bridge or transfer vehicle, nor damage this bridge or vehicle or the aircraft when in the retracted position, are permitted in this area.

### 2.2 Minimum radius of the fuselage in the vicinity of the door

The cross-section radius of the fuselage in any part of the area defined in the figure should not be less than 1 600 mm (63 in).

### 2.3 Door sill height

The passenger door sill height above the ground, at any part of its excursion during normal airport servicing/transit operations, should be between 1 600 mm (63 in) and 5 400 mm (212.6 in).



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Dimensions in millimetres  
(inches in parentheses)

Dimension	max.	min.	Note
<i>a</i>	2 100 (82.7)	—	Dimension of the bridge opening
<i>b</i>	2 850 (112.2)	—	
<i>c</i>	—	4 800 (189.0)	
<i>d</i>	—	500 (19.7)	
<i>e</i>	—	3 400 (133.8)	

Figure — Unobstructed space to be provided in the vicinity of passenger doors