
**Aircraft ground equipment —
Passenger boarding bridge or transfer
vehicle — Interface requirements with
aircraft doors**

*Matériel au sol pour aéronefs — Passerelle passagers ou autobus
élevateur — Exigences d'interface avec les portes d'aéronefs*

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ISO copyright office
Ch. de Blandonnet 8 • CP 401
CH-1214 Vernier, Geneva, Switzerland
Tel. +41 22 749 01 11
Fax +41 22 749 09 47
copyright@iso.org
www.iso.org

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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.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see the following URL: www.iso.org/iso/foreword.html.

The committee responsible for this document is ISO/TC 20, *Aircraft and space vehicle*, Subcommittee SC 9, *Air cargo and ground equipment*.

This second edition cancels and replaces the first (ISO 16004:2005), which constitutes a minor revision and includes the following changes:

- clarification of the scope;
- normative references have been updated;
- table of contents has been added; and
- bibliography has been updated.

Introduction

Many aircraft types include, in the vicinity of the main deck doors used for passenger access, a variety of protruding items such as pitots, probes, sensors, strakes, etc. which are exposed to inadvertent damage and have been known to suffer from inappropriate design and/or positioning of passenger boarding bridges or passenger transfer vehicles. Since perfect condition of these items is generally essential to flight safety, it is the intent of this document to specify minimum interface requirements on passenger boarding bridges or passenger transfer vehicles such that systematic or inadvertent contact with one of them is avoided.

This document accordingly specifies the minimum interface requirements to be met by the aircraft mating section of either a passenger boarding bridge or a passenger transfer vehicle, in order to allow compatibility with aircraft passenger doors and their surroundings without interference with or risk of damage to these protruding items.

Throughout this document, the minimum essential criteria are identified by the use of the keyword “shall”. Recommended criteria are identified by the use of the keyword “should” and, while not mandatory, are considered to be of primary importance in providing safe passenger boarding bridge or passenger transfer vehicles and minimizing the risk of inadvertent damage to vital aircraft parts. Deviation from recommended criteria should only occur if positively required by basic passenger boarding bridge or passenger transfer vehicle design factors with a significant cost impact, and after careful consideration, extensive testing, and thorough service evaluation have shown alternate methods to be satisfactory.

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