



**International  
Standard**

**ISO 7718-1**

**Aircraft — Passenger doors  
interface requirements for  
connection of passenger boarding  
bridge or passenger transfer  
vehicle —**

**Part 1:  
Main deck doors**

*Aéronefs — Exigences d'interface des portes passagers pour  
accouplement d'une passerelle passagers ou de véhicules de  
transfert de passagers —*

*Partie 1: Portes de pont principal*

**Third edition  
2025-03**

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Published in Switzerland

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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 document 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](http://www.iso.org/directives)).

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

This third edition cancels and replaces the second edition (ISO 7718-1:2016), which has been technically revised.

The main changes are as follows:

- the requirements have been revised to be more precise.

A list of all parts in the ISO 7718 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at [www.iso.org/members.html](http://www.iso.org/members.html).

## Introduction

Throughout this document, the minimum essential criteria are expressed as requirements (identified by the verbal form “shall”). Recommended criteria (identified by the verbal form “should”) are, while not mandatory, considered to be of primary importance in providing easily and economically handled aircraft, as well as preventing damage to the aircraft caused by the passenger boarding bridge or transfer vehicle. Deviation from recommended criteria can only occur, after careful consideration, if positively required by basic aircraft-design factors with a significant operational cost impact.

It is not the intent of this document to restrict in any way the basic design of any future types of civil-passenger transport aircraft. However, it aims at clarifying, for aircraft-design engineers, the design characteristics which would make it difficult or impossible for a new type of aircraft to adequately connect with existing airport passenger boarding bridges or passenger transfer vehicles. If basic aircraft-design requirements impose on a future model certain dimensional characteristics not conforming to this document:

- alternative methods of embarking or disembarking passengers must be implemented, such as integral aircraft stairs;
- existing passenger boarding bridges or passenger transfer vehicles, or both, in the airports where such a new type of aircraft is to operate must undergo some degree of modification or reworking; or
- additional interface devices or equipment must be used in order to connect such a new type of aircraft with existing passenger boarding bridges and passenger transfer vehicles.

Each case results in increased aircraft-handling constraints and operating cost.

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