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Aircraft ground support equipment - Specific requirements - Part 6: Deicers and deicing/antiicing equipment CONSOLIDATED TEXT

EESTI STANDARDIKESKUS
ESTONIAN CENTRE FOR STANDARDISATION

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

Käesolev Eesti standard EVS-EN 12312-6:2004+A1:2009 sisaldab Euroopa standardi EN 12312-6:2004+A1:2009 ingliskeelset teksti.	This Estonian standard EVS-EN 12312-6:2004+A1:2009 consists of the English text of the European standard EN 12312-6:2004+A1:2009.
Standard on kinnitatud Eesti Standardikeskuse 30.06.2009 käskkirjaga ja jõustub sellekohase teate avaldamisel EVS Teatajas.	This standard is ratified with the order of Estonian Centre for Standardisation dated 30.06.2009 and is endorsed with the notification published in the official bulletin of the Estonian national standardisation organisation.
Euroopa standardimisorganisatsioonide poolt rahvuslikele liikmetele Euroopa standardi teksti kättesaadavaks tegemise kuupäev on 29.04.2009.	Date of Availability of the European standard text 29.04.2009.
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English Version

Aircraft ground support equipment - Specific requirements - Part 6: Deicers and deicing/antiicing equipment

Matériel au sol pour aéronefs - Exigences particulières - Partie 6: Dégivreuses, matériels de dégivrage et d'antigivrage

Luftfahrt-Bodengeräte - Besondere Anforderungen - Teil 6: Enteiser und Enteisungs-/Vereisungsschutzgeräte

This European Standard was approved by CEN on 24 March 2004 and includes Amendment 1 approved by CEN on 1 March 2009.

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This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN Management Centre has the same status as the official versions.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
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Contents

Foreword

This document (EN 12312-6:2004+A1:2009) has been prepared by Technical Committee CEN/TC 274 "Aircraft ground support equipment", the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by October 2009, and conflicting national standards shall be withdrawn at the latest by December 2009.

This document includes Amendment 1, approved by CEN on 2009-03-01.

This document supersedes EN 12312-6:2004.

The start and finish of text introduced or altered by amendment is indicated in the text by tags [A1] 〈A1〉.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association and supports essential requirements of EU Directive(s).

[A1] For relationship with EU Directive(s), see informative Annexes ZA and ZB, which are integral parts of this document. 〈A1〉

The Parts of EN 12312 — Aircraft ground support equipment — Specific requirements — are:

Part 1: Passenger stairs
Part 2: Catering vehicles
Part 3: Conveyor belt vehicles
Part 4: Passenger boarding bridges
Part 5: Aircraft fuelling equipment
Part 6: Deicers and deicing/antiicing equipment
Part 7: Aircraft movement equipment
Part 8: Maintenance stairs and platforms
Part 9: Container/Pallet loaders
Part 10: Container/Pallet transfer transporters
Part 11: Container/Pallet dollies and loose load trailers
Part 12: Potable water service equipment
Part 13: Lavatory service equipment
Part 14: Disabled/incapacitated passenger boarding equipment
Part 15: Baggage and equipment tractors
Part 16: Air start equipment
Part 17: Air conditioning equipment
Part 18: Nitrogen or Oxygen units
Part 19: Aircraft jacks, axle jacks and hydraulic tail stanchions
Part 20: Ground power equipment

Annex A is normative. Annexes B, C, D and E are informative.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

Introduction

This European Standard specifies health and safety requirements, as well as some functional and performance requirements, for deicers and equipment intended for deicing/antiicing of all aircraft types commonly in service in civil air transport. It contains functional and environmental aspects of deicing in the informative annexes B, C and D.

The minimum essential criteria are considered to be of primary importance in providing safe, serviceable, economical, and usable deicers and deicing/antiicing equipment. Deviation from the recommended criteria should occur only after careful consideration, extensive testing, risk assessment and thorough service evaluation have shown alternative methods or conditions to be satisfactory.

This document is a Type C standard as stated in ⟨A1⟩ EN ISO 12100 ⟨A1⟩.

The machinery concerned and the extent to which hazards, hazardous situations and events are covered are indicated in the scope of this document.

When provisions of this type C standard are different from those which are stated in type A or B standards, the provisions of this type C standard take precedence over the provisions of the other standards, for machines that have been designed and built according to the provisions of this type C standard.

1 Scope

This European Standard specifies the technical requirements to minimise the hazards listed in clause 4 which can arise during the commissioning, operation and maintenance of deicers and equipment designed exclusively for deicing and washing of aircraft with deicing/antiicing/washing liquids when carried out in accordance with the specifications given by the manufacturer or his authorised representative. It also takes into account some performance requirements recognised as essential by authorities, aircraft and GSE manufacturers as well as airlines and handling agencies.

NOTE Safety of aircraft in connection with deicing/antiicing operations is not dealt with in this European Standard. Any, even minor, aircraft deicing or antiicing operation directly affects flight safety on take-off. Prevention of aeronautical accidents resulting from in-flight icing principally concerns the fluids and methods used, but it may in certain cases also concern deicing or antiicing equipment design or operation. These aeronautical aspects are not covered in this European Standard (see also Joint Aviation authorities (JAA), Joint Aviation Regulations (JAR) JAR-OPS subpart D 1.345 and any associated material).

This standard applies to:

— self-propelled deicers with fixed platform or hinged boom;

— towable deicers with fixed platform or hinged boom;

— stationary deicing/antiicing equipment (e.g. fixed boom, gantry or tower cranes equipped with aircraft deicing/antiicing fluid systems).

This standard does not apply to:

— fixed installations, such as separate storage tanks or heating and filling stations, which are not an integrated part of the stationary deicing equipment;

— hydraulic control systems;

— pneumatic systems;

— flow generating systems as such.

This standard does not establish requirements for noise and vibration.

Noise and vibration are dealt with respectively in [A1] EN 1915-4 [A1] and [A1] EN 1915-3 [A1].

This standard is not dealing with hazards in respect to a standard automotive chassis and the traffic on the apron.

This part of EN 12312 is not applicable to deicers and deicing/antiicing equipment which are manufactured before the date of publication by CEN of this standard.

[A1] This part of EN 12312 is intended to be used in conjunction with EN 1915-1, EN 1915-2, EN 1915-3 (for vehicles) and EN 1915-4. [A1]

2 Normative references

[A1] The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies. [A1]

[A1] *deleted text* [A1]

EN 795:1996, *Protection against falls from a height — Anchor devices — Requirements and testing*

EN 1050:1996, *Safety of machinery — Principles for risk assessment*

[A1] *deleted text* [A1]

EN 1915-1:2001, *Aircraft ground support equipment — General requirements — Part 1: Basic safety requirements*

EN 1915-2:2001, *Aircraft ground support equipment — General requirements — Part 2: Stability and strength requirements, calculations and test methods*

[A1] EN 1915-3, *Aircraft ground support equipment — General requirements — Part 3: Vibration measurement methods and reduction* [A1]

[A1] EN 1915-4, *Aircraft ground support equipment — General requirements — Part 4: Noise measurement methods and reduction* [A1]

[A1] EN ISO 12100-1:2003, *Safety of machinery — Basic concepts, general principles for design — Part 1: Basic terminology, methodology (ISO 12100-1:2003)* [A1]

[A1] EN ISO 12100-2:2003, *Safety of machinery — Basic concepts, general principles for design — Part 2: Technical principles (ISO 12100-2:2003)* [A1]

[A1] EN ISO 13850:2008, *Safety of machinery — Emergency stop — Principles for design (ISO 13850:2006)* [A1]

[A1] ISO 4305 [A1], *Mobile cranes — Determination of stability*

[A1] ISO 11076:2006, *Aircraft — Ground-based de-icing/anti-icing methods with fluids* [A1]

3 Terms and definitions

For the purposes of this European Standard, the terms and definitions given in [A1] EN ISO 12100-1:2003 and EN ISO 12100-2:2003 [A1], EN 1915-1:2001 and [A1] ISO 11076:2006 [A1] and the following apply.

3.1
deicing/antiicing equipment
piece of equipment, mobile or stationary, used for performing deicing/antiicing/washing operations on aircraft on the ground

3.2
deicer
entire mobile unit, including the chassis and any structures mounted thereon

3.3
self-propelled deicer
deicer able to move by an own power source and to operate without a constant connection to external energy or fluid supply

3.4
towable deicer
deicer not able to move by an own power source

3.5
stationary deicing/antiicing equipment
permanently installed equipment, e.g. gantry, fixed boom or other crane types

3.6
boom
moveable hinged beam attached to the integral frame carrier to support the lifting/work platform