International Standard 6966

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Aircraft — Basic requirements for aircraft loading equipment

Aéronefs — Caractéristiques de base des systèmes de chargement

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been set up 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.

International Standard ISO 6966 was developed by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, and was circulated to the member bodies in April 1981.

It has been approved by the member bodies of the following countries :

Australia	Ireland	South Africa, Rep. of
Austria	Italy	Spain
Belgium	Japan	United Kingdom
Brazil	Korea, Rep. of	USA
Czechoslovakia	Netherlands	USSR
France	Pakistan	
Germany, F.R.	Romania	

The member body of the following country expressed disapproval of the document on technical grounds :

Sweden

Printed in Switzerland

Aircraft — Basic requirements for aircraft loading equipment

1 Scope and field of application

This International Standard specifies the basic requirements applicable to aircraft loading equipment.

This International Standard applies to equipment for which functional specifications have been laid down. It is to be read in conjunction with ISO 4116, *Ground equipment requirements for compatibility with aircraft unit load devices,* whenever the equipment involved is designed to handle such units.

2 Materials

2.1 Materials shall be selected which experience and/or tests have demonstrated to be suitable and dependable for use on aircraft ground handling equipment.

2.2 Materials used shall be corrosion-resistant and protected by plating or other surface treatment (for example, to resist the action of de-icing and hydraulic fluids).

2.3 Wherever possible, standard commercially available components shall be used.

3 Workmanship

Workmanship and methods of fabrication shall be of a high standard.

4 Codes of practice

The design, manufacturing processes, and use of materials shall conform to national codes of practice.

5 Safety

5.1 All personnel platforms and walkways shall have a high traction surface and be adequately protected with handrails and guards.

5.2 All equipment or any component thereof, the failure of which could be hazardous, shall be designed to fail safe.

5.3 Vehicle operators should have clear and unimpaired visibility during operation.

5.4 Any part of a vehicle coming close to or liable to touch the aircraft shall have suitable padding.

5.5 All fluid replenishing points are to be specifically identified.

5.6 Engine kill buttons. These should be installed at convenient positions on the unit to enable immediate shut down in the event of an emergency.

6 Environment

6.1 The vehicles shall be so designed and constructed of materials that will allow unrestricted use in all climates with the minimum of modifications. The unit shall have provisions to easily adapt to temperature variations ranging from −40 to +60 °C (−40 to +140 °F) and humidity of up to 100 %. Consideration shall be given to ambient temperature variations, rain and freezing precipitation, dust, salt-sea air, and reasonable variations in atmospheric pressure.

6.2 The unit shall be capable of being operated by day and night.

6.3 The noise level shall be kept to a minimum but shall not exceed 85 dBA at a distance of 4,6 m (15 ft) from the perimeter of the vehicle and 1,5 m (5 ft) above the ground.

7 Mobility

7.1 A braking system (commensurate with the user's requirements) shall be provided to adequately stop vehicles up to and including full load conditions.

7.2 A parking brake shall be provided that will restrain the vehicle when fully loaded on an incline of 5° or more if specified by the user.