

# SVENSK STANDARD

## SS-ISO 7718-2:2017



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**Markutrustningar för flygplatser – Krav för gränssnitt för  
passagerardörrar för anslutning av passagerarbrygga eller  
fordon för passagerarbefordran –  
Del 2: Dörrar för övre däck (ISO 7718-2:2016, IDT)**

**Aircraft – Passenger doors interface requirements for  
connection of passenger boarding bridge or passenger transfer  
vehicle –  
Part 2: Upper deck doors (ISO 7718-2:2016, IDT)**



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Den internationella standarden ISO 7718-2:2016 gäller som svensk standard. Detta dokument innehåller den officiella engelska versionen av ISO 7718-2:2016.

Denna standard ersätter SS-ISO 7718-2:2009, utgåva 1.

The International Standard ISO 7718-2:2016 has the status of a Swedish Standard. This document contains the official English version of ISO 7718-2:2016.

This standard supersedes the Swedish Standard SS-ISO 7718-2:2009, edition 1.

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*Information about the content of the standard is available from the Swedish Standards Institute (SIS), telephone +46 8 555 520 00. Standards may be ordered from SIS Förlag AB, who can also provide general information about Swedish and foreign standards.*

Denna standard är framtagen av kommittén för Markutrustningar för flygplatser, SIS/TK 259.

Har du synpunkter på innehållet i den här standarden, vill du delta i ett kommande revideringsarbete eller vara med och ta fram andra standarder inom området? Gå in på [www.sis.se](http://www.sis.se) - där hittar du mer information.



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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](http://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](http://www.iso.org/patents)).

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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](http://www.iso.org/iso/foreword.html).

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

This second edition cancels and replaces the first edition (ISO 7718-2:2009), of which it constitutes a minor revision with the following changes:

- the title has been modified by adding “passenger transfer vehicle”;
- [Figure 1](#) has been modified;
- additional editorial changes have been made, such as by adding a table of contents.

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

## Introduction

This document specifies minimum dimensional and unobstructed space requirements around upper deck passenger doors on the outer skin of civil transport aircraft, applicable when these doors are designed to accept connection of existing passenger boarding bridges or transfer vehicles.

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

