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Standards

Irish Standard  
I.S. EN 12312-4:2014

# Aircraft ground support equipment - Specific requirements - Part 4: Passenger boarding bridges

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I.S. EN 12312-4:2014

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## Aircraft ground support equipment - Specific requirements - Part 4: Passenger boarding bridges

Matériel au sol pour aéronefs - Exigences particulières -  
Partie 4: Passerelles passagers

Luffahrt-Bodengeräte - Besondere Anforderungen - Teil 4:  
Fluggastbrücken

This European Standard was approved by CEN on 20 December 2013.

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## Foreword

This document (EN 12312-4:2014) 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of an identical text or by endorsement, at the latest by September 2014, and conflicting national standards shall be withdrawn at the latest by September 2014.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN 12312-4:2003+A1:2009.

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).

For relationship with EU Directive(s), see informative Annex ZA, which is an integral part of this document.

EN 12312 "Aircraft ground support equipment – Specific requirements" consists of the following parts:

- *Part 1: Passenger stairs;*
- *Part 2: Catering vehicles;*
- *Part 3: Conveyor belt vehicles;*
- *Part 4: Passenger boarding bridges; (this document)*
- *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 vehicles;*
- *Part 15: Baggage and equipment tractors;*
- *Part 16: Air start equipment;*
- *Part 17: Air conditioning equipment;*

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- *Part 18: Nitrogen or Oxygen units;*
- *Part 19: Aircraft jacks, axle jacks and hydraulic tail stanchions;*
- *Part 20: Electrical ground power units.*

The main technical changes compared to the previous version are the following:

- a) Amendment A1:2009 was incorporated;
- b) the Introduction was updated;
- c) the Scope was updated;
- d) Clause 2, *Normative references*, was updated;
- e) the terms and definitions for terminal/terminal building and fixed tunnel/bridge link were added;
- f) List of hazards was moved to Annex A;
- g) Subclause 5.1.3 and 5.1.5 were added;
- h) Old subclause 5.1.3 was re-numbered and changed;
- i) Subclauses 5.2 to 5.13 were changed with subclauses 5.5.4, 5.7.9, 5.12.5, 5.12.6 being added;
- j) Clause 6, *Information for use*, was changed with additional warnings being added to subclause 6.3;
- k) Clause 7, *Verification of requirements*, was changed;
- l) Annex A, *Example of typical boarding bridge*, was deleted and replaced by the List of hazards;
- m) Annex ZA referring to the Machinery Directive 98/37/EC was replaced by Annex ZA referring to the new Machinery Directive 2006/42/EC;
- n) the Bibliography was updated.

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, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

## Introduction

This European Standard specifies health and safety requirements, as well as some functional and performance requirements, for passenger boarding bridges (PBB) intended for passenger embarking/disembarking of all aircraft types commonly in service in civil air transport.

The minimum essential criteria are considered to be of primary importance in providing safe, serviceable, economical and practical PBB. Deviations 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 European Standard is a Type C standard as stated in EN ISO 12100.

The machinery concerned and the extent to which hazards, hazardous situations and hazardous 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. Deviations from requirements do not fall within the presumption of conformity given by the standard.

## 1 Scope

This European Standard specifies the technical requirements to minimize the hazards listed in Clause 4 which can arise during the commissioning, operation and maintenance of passenger boarding bridges (PBBs) when used as intended, including misuse reasonably foreseeable by the manufacturer, when carried out in accordance with the specifications given by the manufacturer or his authorized representative. It also takes into account some requirements recognized as essential by authorities, aircraft and ground support equipment (GSE) manufacturers as well as airlines and handling agencies.

This European Standard applies to:

- a) apron-drive bridges;
- b) fixed-head bridges (also referred to as nose-loaders) or pedestal bridges;
- c) suspended bridges,

for embarking/disembarking of passengers. It is applicable from the interface with the terminal building, which can be movable, e.g. on two levels to separate arrival and departure level to the connection with the aircraft including fixed tunnels.

This European Standard does not apply to:

- d) elevating lounges;
- e) passenger stairs;
- f) other form of aircraft access equipment;
- g) automatic PBB positioning.

This European Standard does not establish requirements for hazards caused by noise and vibration.

NOTE EN 1915-3 and EN 1915-4 provide the general GSE vibration and noise requirements.

This part of EN 12312 is not applicable to PBBs which were manufactured before the date of publication of this standard by CEN.

This part of EN 12312 when used in conjunction with EN 1915-1, EN 1915-2 and EN 1915-4 provides the requirements for PBBs.

## 2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 1915-1:2013, *Aircraft ground support equipment - General requirements - Part 1: Basic safety requirements*

EN 1915-2:2001+A1:2009, *Aircraft ground support equipment - General requirements - Part 2: Stability and strength requirements, calculations and test methods*



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