



NSAI
Standards

Irish Standard
I.S. EN 12312-14:2014

Aircraft ground support equipment - Specific requirements - Part 14: Disabled/incapacitated passenger boarding vehicles

I.S. EN 12312-14:2014

Incorporating amendments/corrigenda/National Annexes issued since publication:

The National Standards Authority of Ireland (NSAI) produces the following categories of formal documents:

I.S. xxx: Irish Standard — national specification based on the consensus of an expert panel and subject to public consultation.

S.R. xxx: Standard Recommendation — recommendation based on the consensus of an expert panel and subject to public consultation.

SWiFT xxx: A rapidly developed recommendatory document based on the consensus of the participants of an NSAI workshop.

This document replaces/revises/consolidates the NSAI adoption of the document(s) indicated on the CEN/CENELEC cover/Foreword and the following National document(s):

NOTE: The date of any NSAI previous adoption may not match the date of its original CEN/CENELEC document.

This document is based on:

EN 12312-14:2014

Published:

2014-06-18

*This document was published
under the authority of the NSAI
and comes into effect on:*

2014-07-05

ICS number:

49.100

NOTE: If blank see CEN/CENELEC cover page

NSAI
1 Swift Square,
Northwood, Santry
Dublin 9

T +353 1 807 3800
F +353 1 807 3838
E standards@nsai.ie
W NSAI.ie

Sales:
T +353 1 857 6730
F +353 1 857 6729
W standards.ie

Údarás um Chaighdeáin Náisiúnta na hÉireann

EUROPEAN STANDARD

EN 12312-14

NORME EUROPÉENNE

EUROPÄISCHE NORM

June 2014

ICS 49.100

Supersedes EN 12312-14:2006+A1:2009

English Version

Aircraft ground support equipment - Specific requirements - Part 14: Disabled/incapacitated passenger boarding vehicles

Matériel au sol pour aéronefs - Exigences particulières -
Partie 14: Matériel d'accès à bord des passagers à mobilité
réduite

Luftfahrt-Bodengeräte - Besondere Anforderungen - Teil 14:
Behinderten-Transportgeräte

This European Standard was approved by CEN on 6 March 2014.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

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-CENELEC Management Centre has the same status as the official versions.

CEN members are the national standards bodies of 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 United Kingdom.



EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels

Contents

Page

Foreword	3
Introduction	5
1 Scope	6
2 Normative references	7
3 Terms and definitions	8
4 List of significant hazards	9
5 Safety requirements and/or measures	10
5.1 General requirements	10
5.2 Van body or main platform	11
5.3 Boarding platform	12
5.4 Safeguards against falling	14
5.5 Means of access	15
5.6 Lifting device and stability	16
5.7 Speeds	17
5.8 Controls, monitoring devices and displays	17
5.9 Lights	18
5.10 Transfer plate	18
5.11 Canopy	19
5.12 Half width cabin	19
5.13 Tail-lift	20
5.14 Auxiliary means for emergency operation	20
5.15 Electrical equipment	21
5.16 Options	21
6 Information for use	21
6.1 Marking	21
6.2 Safety signs	21
6.3 Warning	21
6.4 Instructions	22
7 Verification of requirements	22
Annex A (normative) List of hazards	24
Annex B (normative) Critical area between van body and loading platform	28
Annex C (informative) Loading control	30
C.1 Machinery Directive requirements	30
C.2 Demonstration of absence of risk of overloading/overturning	30
Annex D (normative) Minimum space requirements for a wheelchair	31
D.1 Clear floor space	31
D.2 Clear pathway	31
D.3 Transfer plate	32
Annex ZA (informative) Relationship between this European Standard and the Essential Requirements of EU Directive 2006/42/EC	33
Bibliography	34

Foreword

This document (EN 12312-14:2014) 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 December 2014, and conflicting national standards shall be withdrawn at the latest by December 2014.

This document supersedes EN 12312-14:2006+A1:2009.

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 has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EC Directive 2006/42/EC on machinery.

For relationship with EC Directive 2006/42/EC on machinery, see informative Annex ZA, which is an integral part of this document.

EN 12312, *Aircraft ground support equipment - Specific requirements* is comprised of the following parts:

- *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/anti-icing 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* (the present document);
- *Part 15: Baggage and equipment tractors;*
- *Part 16: Air start equipment;*

EN 12312-14:2014 (E)

- *Part 17: Air conditioning equipment;*
- *Part 18: Nitrogen or Oxygen units;*
- *Part 19: Aircraft jacks, axle jacks and hydraulic tail stanchions;*
- *Part 20: Electrical ground power units.*

Compared with EN 12312-14:2006+A1:2009, the following changes have been made:

- a) the Amendment A1:2009 was incorporated;
- b) the Introduction was updated;
- c) the Scope was updated;
- d) Clause 2, *Normative references*, was updated;
- e) Clause 3, *Terms and definitions*, was updated and six terms and definitions were added;
- f) the list of hazards was moved to Annex A and updated;
- g) Clause 5, *Safety requirements and/or measures*, was completely revised and changed, with the addition of 5.5, *Means of access*, 5.6, *Lifting device and stability*, 5.10 *Transfer plate*, 5.11 *Canopy*, 5.12 *Half-width cabin*, 5.14 *Auxiliary means for emergency operation*, 5.15 *Electrical equipment*, thus making it necessary to re-number the following subclauses;
- h) Clause 6, *Information for use*, was changed;
- i) Clause 7, *Verification of requirements*, was changed;
- j) informative Annex C, *Loading control*, was re-worded to be in alignment with the Machinery Directive 2006/42/EC;
- k) normative Annex D, *Minimum space requirements for a wheelchair* was added;
- l) Annex ZA referring to the Machinery Directive 98/37/EC was replaced by Annex ZA referring to the new Machinery directive 2006/42/EC;
- m) 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 defines health and safety requirements, as well as some functional and performance requirements for transport and boarding vehicles intended for moving disabled or incapacitated passengers on an airfield between the terminal building and the aircraft. Major factors in the design of the equipment, with relevance to safety, are the consideration of psychological aspects, i.e. feelings of well-being and security, and the physical comfort of the passenger and the avoidance of panic.

The minimum essential criteria are considered to be of primary importance in providing safe, serviceable, economical and usable disabled/incapacitated passenger boarding vehicles. Deviations should occur only after careful consideration, extensive testing and thorough in-service evaluation have shown alternative methods or conditions to be satisfactory. Such deviations are outside the scope of this standard and a manufacturer should be able to demonstrate an equivalent level of protection.

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 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.

EN 12312-14:2014 (E)**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 disabled/incapacitated passenger boarding vehicles 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 authorised 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 defines specific safety requirements for transporters/boarding vehicles for transporting/boarding incapacitated or disabled passengers as defined under 3.1, hereafter referred to as boarding vehicles.

This European Standard applies to pedestrian controlled self-propelled boarding vehicles, self-propelled boarding vehicles with integrated driver's accommodation and towable boarding vehicles, used for moving disabled or incapacitated passengers at an airport between the terminal building and the aircraft ramp and to board and disembark those passengers to and from civil aircraft.

This European Standard assumes that a disabled or incapacitated passenger may be accompanied by an attendant and may be seated in a wheelchair or reclining on a stretcher trolley.

This European Standard also assumes that the types of wheelchairs which may be employed could be:

- a) standard type wheelchairs, e.g. in accordance with EN 12183;
- b) wheelchairs with or without occupant self-restraint system;
- c) aircraft aisle-width wheelchairs;
- d) non-standard wheelchairs used at airports;
- e) non occupant propelled wheelchairs;
- f) battery powered wheelchairs, e.g. in accordance with EN 12184.

NOTE 1 It is assumed that battery powered wheelchairs would not be taken into the cabin of an aircraft.

This European Standard does not apply to other forms of aircraft loaders not specifically designed for boarding of incapacitated or disabled passengers, e.g. mobile lounges, boarding bridges or externally mounted pods such as used on helicopters.

This European Standard does not apply to pneumatic systems.

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

NOTE 2 EN 1915-3 and EN 1915-4 provide the general GSE vibration and noise requirements.

This European Standard does not apply to unmodified automotive parts approved for public vehicles in the EU and E.F.T.A., when used on a disabled/incapacitated passenger boarding vehicle for the purpose for which they are designed.

This European Standard does not deal with hazards from other vehicles on the apron.

This part of EN 12312 is not applicable to disabled/incapacitated passenger boarding equipment which was manufactured before the date of publication by CEN of this standard.

This part of EN 12312 when used in conjunction with EN 1915-1, EN 1915-2, EN 1915-3 and EN 1915-4 provides the requirements for disabled/incapacitated passenger boarding vehicles.

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 1175-1, *Safety of industrial trucks — Electrical requirements — Part 1: General requirements for battery powered trucks*

EN 1756-2, *Tail lifts — Platform lifts for mounting on wheeled vehicles — Safety requirements — Part 2: Tail lifts for passengers*

EN 1837, *Safety of machinery — Integral lighting of machines*

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*

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

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

EN 12183, *Manual wheelchairs — Requirements and test methods*

EN 12184, *Electrically powered wheelchairs, scooters and their chargers — Requirements and test methods*

EN ISO 12100:2010, *Safety of machinery — General principles for design — Risk assessment and risk reduction (ISO 12100:2010)*

EN ISO 13849-1:2008, *Safety of machinery — Safety-related parts of control systems — Part 1: General principles for design (ISO 13849-1:2006)*

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

EN ISO 14122-3:2001, *Safety of machinery — Permanent means of access to machinery — Part 3: Stairs, stepladders and guard-rails (ISO 14122-3:2001)*

ISO 7000, *Graphical symbols for use on equipment — Index and synopsis*

ISO 7718-1, *Aircraft — Passenger doors interface requirements for connection of passenger boarding bridge — Part 1: Main deck doors*

ISO 7718-2, *Aircraft — Passenger doors interface requirements for connection of passenger boarding bridge — Part 2: Upper deck doors*

ISO 10542-1, *Technical systems and aids for disabled or handicapped persons — Wheelchair tiedown and occupant-restraint systems — Part 1: Requirements and test methods for all systems*

ISO 11228-1, *Ergonomics — Manual handling — Part 1: Lifting and carrying*

This is a free preview. Purchase the entire publication at the link below:

[Product Page](#)

-
- Looking for additional Standards? Visit Intertek Inform Infostore
 - Learn about LexConnect, All Jurisdictions, Standards referenced in Australian legislation
-