

Second edition
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Aircraft — Passenger doors interface requirements for connection of passenger boarding bridge or passenger transfer vehicle —

Part 1: Main deck doors

Aéronefs — Exigences d'interface des portes passagers pour accouplement d'une passerelle passagers ou de véhicules de transfert de passagers —

Partie 1: Portes de pont principal



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Foreword

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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).

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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 7718-1:2009), 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;
- in [4.3](#), minimum aircraft door sill height was increased from 1,60 m (63 in) to 1,80 m (71 in); and
- 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.

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Introduction

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

Throughout this document, the minimum essential criteria are identified by the keyword “shall”. Recommended criteria are identified by 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 caused by the passenger boarding bridge or transfer vehicle. Deviation from recommended criteria can only occur, after careful consideration, if positively required by basic aircraft-design factors with a significant operational cost impact.