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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 23422-2009

**Aircraft -- Self-propelled passenger stairs for large capacity
aircraft -- Functional requirements**

大型飞机用自行式客梯功能要求

(English Translation)

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Foreword

This standard is equivalent to using ISO 12056:1996 "large aircraft --- self-propelled passenger aircraft --- Functional requirements" (in English).

This standard is equivalent translation ISO 12056:1996. For ease of use, this standard made the following editorial changes.

- a) "this International Standard" be replaced by "this standard";
- b) use a decimal point instead of a decimal comma "., ". "., ";
- c) Remove the preface to international standards;
- d) The informative "Appendix B" to "References." Appendix A of this standard is a normative appendix.

The standard proposed by China Civil Aviation Administration.

The standard by the China Civil Aviation Administration of Aviation Safety Technology Center.

This standard was drafted. China CAAC Airport Department.

1 Scope

This standard specifies the passengers for self-propelled passenger functionality, performance and safety requirements under the aircraft cabin.

This standard applies to all areas of civil aviation transport cabin sill height from the ground is greater than or equal to 2.54m (100in) common the models with passenger boarding ladder.

This standard is not limited to passenger design, but to determine the minimum functionality, performance, and stresses the airport environment, aircraft, equipment manufacturers and Airlines, ground service companies, crucial indicators.

2 Normative references

The following documents contain provisions which, through reference in this standard and become the standard terms. For dated references, subsequent Amendments (not including errata content) or revisions do not apply to this standard, however, encourage the parties to the agreement are based on research Whether the latest versions of these documents. For undated reference documents, the latest versions apply to this standard.

GB/T 23421 aircraft loading equipment - Basic requirements (ISO 6966:1993, IDT) ISO 7000. 1989 Graphical symbols for equipment - Index and synopsis ISO 7718. 1984 connection of passenger boarding bridges or transit vehicle interface requirements of aircraft main deck passenger door near ISO 1195:1996 requirements of the stability and aircraft loading equipment service

3 Structure and Dimensions

3.1

should be installed on a ladder with the corresponding carrying capacity of their own chassis.

3.2

telescopic ladder as appropriate, with the (main) platform and intermediate platform leading to the aircraft door.

Height 3.3 on the platform should be at 2.54m ~ 5.6m (100in ~ 220in) progressively adjusted within the range.

3.4

When the passenger in a fully contracted state, the outer profile size, the total weight and other characteristics should comply with the relevant road vehicles.

3.5

Keti fully contracted, with a total height of more than 4m (158in).

NOTE: This requirement does not contain 10d) mentioned as an alternative member of the canopy.

3.6

Foot back, the elevators have a total width should not exceed 2.5m (98in).

Keti 3.7 Minimum configuration of ground clearance shall be not less than 200mm (8in), longitudinally through the angle should not be less than 3 ° (5%).

3.8

Keti fully extended, the body outline turning radius of less than 12.2m (40ft).

3.9

When Ket is fully retracted position of the cab or the driver should not go beyond the front edge of the platform.

3.10

passenger should meet GB/T 23421 of the corresponding requirements.

4 Ladder

4.1

fixed ladder risers and pedal components. Surface material pedal should.

- Skid (including under wet conditions);
- Easy to remove stagnant water and snow;
- Not stuck female heel.

4.2

ladder inclination angle of the pedal and the ratio of risers and riser dimensions should comply with the provisions of Appendix A.

Within 4.3 ladder width should not be less than 1m (40in).

4.4

ladder should include a minimum length corresponding to three intermediate platform pedal. As a longer platform, its value should be equivalent to the length of the long pedal Degree increments.

GB/T 23422-2009/ISO 12056:1996