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Aircraft ground handling — Checked baggage —

Part 1: Mass and dimensions

Traitement au sol des aéronefs — Bagages enregistrés —

Partie 1: Masses et dimensions

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ISO copyright office
Ch. de Blandonnet 8 • CP 401
CH-1214 Vernier, Geneva, Switzerland
Tel. +41 22 749 01 11
Fax +41 22 749 09 47
copyright@iso.org
www.iso.org

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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).

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For an explanation on the voluntary nature of standards, 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.

This document was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Subcommittee SC 9, *Air cargo and ground equipment*.

A list of all the parts in the ISO 12604- series can be found on the ISO website.

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Introduction

This document specifies maximum weight and dimensions requirements for baggage checked in by airline passengers to be carried in aircraft cargo compartments, in order to

— contribute to alleviating work conditions for baggage handling personnel and reducing the incidence of musculo-skeletal disorders (MSD) in this population,

— facilitate enhancing the overall efficiency of baggage handling, and

— provide standards for designing automated baggage handling systems increasingly used at airports.

Throughout this document, the minimum essential criteria are identified by use of the key word “shall”. Recommended criteria are identified by use of the key word “should” and, while not mandatory, are considered to be of primary importance in providing safe and efficient baggage handling. Deviation from the recommended criteria should only occur after careful consideration and thorough service evaluation have shown alternate methods to provide an equivalent level of work safety.

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Aircraft ground handling — Checked baggage —

Part 1:
Mass and dimensions

1 Scope

This document specifies mass and dimensions requirements for individual pieces of baggage checked in by airline passengers at airports to be carried in aircraft cargo compartments.

This document does not apply to cabin baggage carried on board by passengers.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition indicated applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

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

ISO 11228-3, *Ergonomics — Manual handling — Part 3: Handling of low loads at high frequency*

ISO 10254, *Air cargo and ground equipment — Vocabulary*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 10254, ISO 11228-1, and the following apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

— IEC Electropedia: available at http://www.electropedia.org/

— ISO Online browsing platform: available at http://www.iso.org/obp

3.1
baggage
bag, suitcase, trunk or similar article travelling with a checked passenger and containing those items necessary for the passenger's journey, such as clothing and personal articles within certain limitations in accordance with the applicable carrier conditions of carriage, that is accepted and checked in for loading and carriage aboard the same aircraft

Note 1 to entry: Does not include freight, express cargo, courier mail, or unaccompanied baggage travelling as freight.

3.2
piece of baggage
individual item of baggage that can be handled separately from any other item

3.3
standard baggage
piece of baggage that conforms to requirements set for mass and dimensions

Note 1 to entry: See 4.1.

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3.4
non-standard baggage
piece of baggage that exceeds any of the requirements set for standard baggage

3.5
handling agent
services provider that performs all or part of baggage handling, including loading/offloading it in/from aircraft, at an airport

Note 1 to entry: The handling agent can be either a carrier, a contracted service provider or an airport authority.

3.6
operator
person or persons given the task of handling the baggage

4 Requirements

4.1 Standard baggage

4.1.1 Mass

The mass of standard baggage shall not exceed 23 kg (50 lb) and shall be 2 kg (5 lb) minimum per piece.

NOTE The functioning of equipment available for automated handling of baggage can be hampered when the mass of a piece of baggage is very low.

4.1.2 Dimensions

The dimensions of standard baggage shall not exceed 1 580 mm (62 in) in total of Length + Width + Height of each piece, with the longest dimension not exceeding 915 mm (36 in) and the shortest being 120 mm (5 in) minimum, not including handles.

NOTE 1 The requirement on the dimensions is not based on ISO 11228-1 or other literature on ergonomics in relation to lifting and carrying. This requirement, based on compatibility with handling systems, is however well accepted in the airline industry.

NOTE 2 The functioning of equipment available for automated handling of baggage can be hampered when the dimensions of a piece of baggage are very small.

4.1.3 Conveyability

Certain pieces meeting the mass and dimensions limits specified in 4.1.1 and 4.1.2 can nevertheless be unsuitable for handling by mechanized baggage systems: in order to be suitable for systems handling, a piece of baggage shall have a stable shape, at least one flat surface, and no protruding straps, hooks, or similar other appurtenances.

This can result in additional manual handling, which should be avoided insofar as feasible: see 4.4.3.

4.2 Non-standard baggage

4.2.1 Acceptance

Non-standard baggage may only be accepted as an exception. Pieces of baggage that do not conform to the requirements set for standard baggage in 4.1 shall, if dividable, be rearranged by the passenger into pieces of baggage that do conform to the requirements for standard baggage.

NOTE To avoid difficulties at check-in, it is essential that passengers are informed before travelling to the airport for the flight about the acceptance of baggage (see 4.3).

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