

Belt Loader Fact Sheet
Preventing Pinch Point Injuries

Purpose: To prevent pinch point, amputation and caught in-between injuries associated with belt loaders

Pre-Operation Inspection

Perform a pre-operational inspection. (Figure 1)

General Operation of Belt Loaders

Potential Hazards:

- Equipment malfunction
- Moving parts
- Pinch points
- Distance between belt loader and aircraft/other equipment
- Distraction



Figure 1 – Example of pre-operational inspection

Figures 2-5 – Examples of caught in-between hazards



Figure 2 - Space between belt and spacer



Figure 3 - Space between belt and spacer



Figure 4 - Top of belt loader roller



Figure 5 - Roller located under the conveyor belt

Possible Solutions:

- Maintain adequate distance between aircraft and belt loader
- Ensure conveyor emergency stop buttons are operational (Figure 5)
- Perform safety stop(s) while approaching aircraft
- Keep all body parts clear of the conveyor belt while raising up to or lowering away from the aircraft (Figure 6)
- Keep all body parts inside the aircraft cargo bin
- Keep all body parts and loose clothing clear of the conveyor belt while it is moving
- Only breakaway lanyards must be worn
- Do not walk or ride on a moving conveyor belt
- Install appropriate guarding for all exposed machine components where possible
- Maintain situational awareness
- Ensure finger guards are periodically inspected and positioned correctly
- Do not walk under raised portion of the belt loader



Figure 6 – Emergency stop button



Figure 7 – Individuals should not sit on the cargo bin floor with their legs dangling out of the aircraft

Additional Resources

Federal Aviation Administration (FAA)

- [14 CFR 139](#), Certification and Operations: Land Airports Servicing Certain Air Carriers. This is part of the electronic code of federal regulations. Specific areas of interest for the airline industry may include:
 - 139.101, Certification requirements: General
 - 139.203, Contents of airport certification manual
 - 139.205, Amendment of contents of airport certification manual
 - 139.329, Ground vehicles

[Part 139 Certification](#). Requires the FAA to issue airport operating certificates to airports that serve scheduled and unscheduled air carrier aircraft with more than 30 seats or that the FAA Administrator requires to have a certificate.

Under the Occupational Safety and Health Act, [employers are responsible](#) for providing a safe and healthy workplace and [workers have rights](#). OSHA can help answer questions or concerns from employers and workers. OSHA's [On-site Consultation Program](#) offers free and confidential advice to small and medium-sized businesses, with priority given to high-hazard worksites. For more information, contact your [regional or area OSHA office](#), call 1-800-321-OSHA (6742), or visit www.osha.gov.

Through the OSHA and Airline Group Safety Panel Alliance, the Airline Ground Safety Panel developed this Fact Sheet for informational purposes only. It does not necessarily reflect the official views of OSHA or the U.S. Department of Labor. 01/2013.