Belt Loader Fact Sheet
Preventing Slips, Trips and Falls

Purpose: To prevent employee injuries due to potential slips, trips and falls from belt loaders while employees enter and exit aircraft bins.

Mounting and Dismounting from Driver's Seat

Potential Hazards:

- Slipping on a wet surface (ground or belt loader floor) while mounting or dismounting the driver's seat of the belt loader.
- Twisting body improperly.

Possible Solutions

- Wear shoes with sturdy, non-slip soles to increase traction.
- Check the belt loader floor and surrounding area for any wet or slippery surfaces and debris before mounting or dismounting the vehicle.
- Be sure your hands are free of items while getting into or out of the driver seat.
- The following techniques are recommended for proper mounting (entering) and dismounting (exiting) from the driver seat.
    - When mounting the vehicle, stand next to the driver seat facing forward with the belt loader.
        - Facing forward will minimize excessive twisting of the back and ankles.
    - Stand on your left leg and lift your right leg up.
    - Facing forward, use your legs and lift your body into the driver seat.
        - Caution: Ensure that the steering wheel is locked in place if using it to assist with mounting and dismounting.
    - Use the same principles as above in the reverse direction when dismounting and ensure you have good footing before exiting.

Figure 1
Agent entering the driver seat with the left leg on the ground and the right leg on the floor of the belt loader.

Figure 2
Agent entering the seat while facing forward.

Accessing Aircraft Cargo Bin

Potential Hazards:

- Slipping or falling from the belt loader steps, running boards or wheel fenders.
- Slipping or falling while entering or exiting aircraft bins from the conveyor.
- Danger of slipping or falling from a raised conveyor.

Possible Solutions

- Wear shoes with sturdy, non-slip soles to increase traction.
- Clean and maintain vehicle stepping areas.
- Report missing slip resistant material on stepping areas.
- Ensure proper positioning of belt loader to the aircraft bin.
    - The gap between the conveyor and the aircraft should be positioned close enough but not touching the aircraft to prevent an employee's foot getting caught in the gap, causing the employees to twist his or her ankle.
    - Belt loader must remain in position at the aircraft cargo bin while employees are inside the aircraft cargo bin.
- Only climb on dedicated stepping areas.
    - Do not use tires or wheel hubs as a surface step.
- For additional support, use the hand rail (depending on aircraft type) to help maintain balance.

Figure 3

    - The hand rail must be raised and locked into position after the belt loader is positioned up to the aircraft cargo bin.
        - The hand rail may be lowered during loading or off-loading to accommodate large pieces of cargo and then repositioned.
- Never ride or walk on a moving conveyor belt.
- Never jump down from the aircraft cargo bin or any part of the belt loader.
- Ensure no personnel are sitting, kneeling or standing on the belt loader while repositioning or adjusting.

- Know your equipment. Mounting and dismounting will vary based on the design of the equipment.
- Be sure your hands are free of items while climbing.
- Grip handholds with the entire hand, not just fingertips.
- Always face the belt loader when climbing onto or off the belt loader.
- Use three points of contact when mounting or dismounting.
- Below is an example of a best practice for mounting and dismounting a belt loader's conveyor to access the aircraft cargo bin.

Figure 4
Place one hand on conveyor the other hand on the top edge of the operator's cab, and one foot on the step (three point mount).

Figure 5
Bend elbows and knees slightly then lift up with arms and leg to push off the ground.

Figure 6
While holding onto the conveyor for support. Step up to the next step.

Figure 7
Step onto the conveyor keeping both hands on the belt.

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Figure 8
When necessary to crawl, use knee pads.

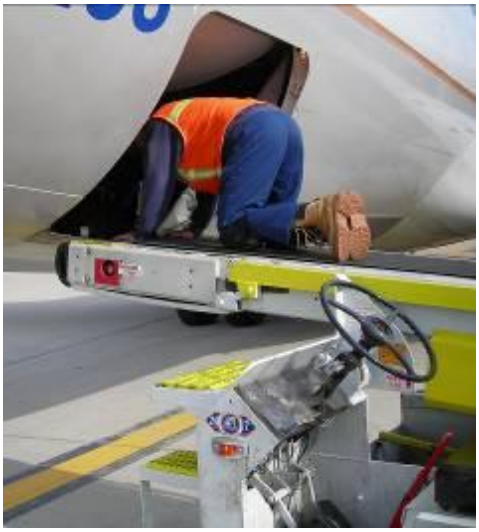

Figure 9
Crawl into the aircraft bin on your hands and knees; use caution when crossing the gap between the conveyor and aircraft bin.

Figure 10 & 11
To dismount, follow the above procedures in reverse direction.

Note: Be sure to check for any slippery conditions such as snow, ice, water, glycol, or oil.

Walk behind belt loaders

The same potential hazards and possible solutions listed above apply to the walk behind belt loaders with the additional hazard listed below.

Potential Hazard:

- Falling or tripping when moving the walk behind belt loader.

Possible Solutions

- Verify the dead man switch is operational.
- Wear shoes with sturdy, non-slip soles.
- Plan the belt loader's travel path ahead of time and look for debris, pot holes, puddles, glycol, ice and other slippery substances.

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.

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