



Kreckie's FleetChek Advisor *August 2016 / Volume 1 Edition 3*

FleetChek's Fueler Checklist System

Provides an electronic, secure, paperless solution that provides accountability, consistency and notifications for daily, weekly, monthly emergency vehicle inspections (checkouts). This technology is available today in an app.

Are There Changes Coming to the FAA Certification Inspections of ARFF?

By: Jack Kreckie

Airports certificated by the FAA in the U.S. and their territories are required to comply with the minimum standards stated and referenced in 14 CFR Part 139, and the contents of the airport's Airport Certification Manual (ACM). ARFF is the only civilian segment of the fire service that is evaluated, inspected, and tested annually by a federal inspector with a checklist and a stopwatch. Historically, each FAA region and, perhaps to some degree, each inspector had their own style and methods of completing that inspection, based on their unique experience with that particular airport and the areas of greatest concern at that airport. The inspector, after all, is only scheduled for an inspection once a year. There is a great deal to examine and only a limited number of inspectors. A recent federal audit criticized the current Part 139 inspections and recommended closer attention to certain areas. Specific actions planned by the FAA have yet to be announced, but the FAA has responded to recommendations individually, indicating their concurrence or partial concurrence and, in some cases, the action planned. The FAA has updated FAA Order 5280.5, the Airport Certification Program Handbook. This handbook documents best practices for inspections and regulatory guidance. It is scheduled to be issued by September 30, 2016.

One of the primary areas of concerns identified in the audit is establishing a method for FAA inspectors to ensure the readiness of ARFF vehicles. During the audit, the maintenance records of ARFF vehicles at a sampling of airports was conducted. In one documented case, auditors found multiple unsafe vehicle conditions that could impact that airport's ability to meet federal ARFF requirements. These conditions included: HRETs not operating properly; inoperable FLIR cameras; ARFF vehicle discharges, including turrets, not flowing properly; foam tank leaks; fire pumps incapable of flowing at rated flow and capacity; oil leaks; air leaks; and reported discrepancies not being addressed. Subsequently, the FAA recommended a \$917,000 civil penalty to this airport operator.

At a minimum, the FAA Airport Certification Safety Inspectors (ACSI) will be visually inspecting ARFF vehicles to determine whether an airport meets vehicle readiness requirements. They will also be

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reviewing the airport's fire extinguishing agent tests, training records, and the type of foam used. The ACSI's checklist will include a place to document which vehicles were inspected for their ability to discharge agent and execute response time tests, and which sets of personal protective equipment were inspected.

The FAA response to the audit, although referencing some modifications to their inspection process, clearly states that their inspectors are only at the airport once a year, and that it is the airport's responsibility to have a daily inspection system conducted by the firefighters themselves to ensure compliance with the regulations and readiness in all aspects of the responsibilities under 14 CFR Part 139.

Apparatus Inspection Checklists

The traditional method used for the inspection of emergency apparatus, tools and equipment is through the use of a paper checklist. Only in rare cases are the checklists consistently used properly and supported by a system for tracking condition, usage, repairs and reported discrepancies. The key to a successful inspection system is accountability. A firefighter will make the effort to perform a good checkout if he/she knows that someone is paying attention. A station officer will ensure that all the checkouts have been completed in a timely manner if he or she doesn't have to search for a piece of paper with checkmarks on it, and then chase down which truck is missing and who is assigned. The electronic and timely alternative is an email to the officer at a designated time that says, "The following vehicles have not been checked out yet today". A maintenance shop can more accurately and quickly assess the level of criticality of a reported discrepancy if, in addition to the report, a picture of the fault, along with its description, is submitted in an email. Tracking of mileage, out of service time, reported discrepancies and repairs can be tracked and reported automatically. All of these benefits can be provided by an electronic, secure checklist.

The ARFF service now operates apparatus for which the individual purchase price can exceed \$1M. Except for personnel, these amazing pieces of equipment are ARFF's most critical assets, however many ARFF departments are still tracking the health and ability to respond efficiently and effectively with a Number 2 pencil and a paper checkout sheet that has been copied so many times that the words are sliding off the edge of the page. Older apparatus are even more important to track. Most ARFF Chiefs don't have the time or resources to pour through paper files to document the declining

reliability of an aging piece of apparatus for master planning of fleet replacement. Again, an electronic checklist provides an effective answer to this dilemma.

The primary mission of each ARFF department is to safely respond to aircraft in the least possible time to maximize survival and minimize damage to property and the environment. This core mission is immediately followed by the need to restore and maintain the continuity of operations at our airports. The health of ARFF vehicles is critical to that mission. The failure of an ARFF vehicle that may render it incapable of performing properly during an emergency compromises that mission. The responsibility of the Certificate Holder (Airport) is to have a system in place to ensure (among many other things) that the apparatus is maintained to a state of readiness. After an aircraft accident, it is certain that the system in place to ensure apparatus readiness will be scrutinized, along with any vehicle failure. The question is, "Does your current system provide a system that will stand up to that scrutiny?"

About the Author:

Jack Kreckie is a founding partner of FleetChek, LLC. Jack has spent 40 years in the fire service, of which 30 were in uniform. He now serves as an ARFF consultant and expert in optimized asset management of emergency vehicle fleets.



Jack is a retired Deputy ARFF Fire Chief of Massport Fire Rescue. He has served as Global Chief of Aviation Fire Protection for Hostile Environment Service in Western Australia, and was the Fire Chief at Komo Airfield in the Gulf Province of Papua New Guinea. Jack is an ARFF SME, consulting internationally and domestically for airports, federal agencies and universities. Jack can be reached at Jack.Kreckie@comcast.net

For more information on FleetChek's automated FireChecklist system, click [here](#). We are happy to schedule an on-line demo for you and your department.

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For more information or to schedule an online demo, send us an email with your contact information info@firechecklist.com.

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