



FleetChek's Fueler Checklist System

Provides a secure, paperless solution that provides for accountability, consistency and automatic generation of tamperproof records and reports to satisfy all FAA requirements for quarterly and random fueler inspections.

Distributed by: Jack Kreckie

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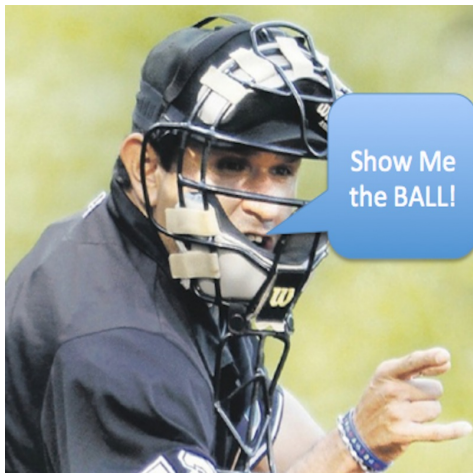
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Fleetchek: Kreckie's Monthly Advisor

Kreckie's Tip #1: Show Me the Ball

Random inspections, also called surveillance inspections, are conducted to evaluate the fueling process, rather than focusing on the fuel handling equipment. These inspections are usually conducted covertly. The inspector takes up a position where a fueling operation can be seen and evaluates critical performance elements. The driver's behavior and adherence with fueling safety requirements are documented. Factors such as vehicle placement, use of chock blocks, proper bonding, proper use of deadman control, and the competence of the fueler are evaluated. Many fuel handlers will never be subject to a random inspection. At a larger airport, they may never see an airport inspector in person. By

increasing random inspections and perhaps scheduling "tail gate" safety meetings, fuel handlers may begin to understand the significance of observing safety rules. Defeating the deadman switch is one of the more dangerous potential practices sometimes practiced by fuel handlers. Some become skilled in posing in such a way that it is difficult to see whether they are squeezing the deadman or not. Once a fueling safety culture is established, inspectors patrolling the ramp need only establish a signal to fuel handlers. A tap on the horn or a quick yelp of the siren indicates to fuelers to "*show me the ball!*" The correct response is to hold up their hand with the deadman switch in their grip.



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

To see the Fuel Checklist Flyer [Click Here](#).