



IOSA Operator Alert # 24

Assessment of De/Anti-icing and / or Fueling Provisions

Issue date: 27-March-2022

Effective date: 27-March-2022

1. Reason for Issue

IATA received feedback that some operators that are DAQCP and / or IFQP registered may show room for improving internal oversight of IOSA GRH ISARPs requirements pertaining to De/Anti-icing and / or Fueling operations. The intent of this Alert is to inform and to raise awareness regarding this topic.

2. DAQCP and / or IFQP Pools

Guidance Material in the IOSA Standards Manual makes reference to the DAQCP and IFQP pools in several instances. Specifically, reference is made to IFQP as follows:

- GRH 1.10.1B (contract agreement with outsourced operational functions),
- GRH 1.10.2 (monitor of external service providers)
- GRH 4.1.1 (fuel safety and quality acceptability standards)

And similarly, reference is made to DAQCP as follows:

- GRH 1.10.1B (contract agreement with outsourced operational functions),
- GRH 1.10.2 (monitor of external service providers)
- GRH 4.2.1 (De/Anti-icing Program)

These two pools are used by numerous operators, and they maintain high safety standards. The use of pools such as IFQP and DAQCP is though at the responsibility of the operator.

DAQCP and IFQP have an escalation mechanism for open findings but do not impose full conformity for the inspected provider.

It is the responsibility of the operator that uses the inspection results, to determine actions in regard to any open finding as per its safety management system.

That is why the Guidance Material in GRH 1.10.2 states that programs such as DAQCP and IFQP “might be considered for use as part of the monitoring of service providers”. Membership alone in these pools is therefore not sufficient to ensure adequate oversight.

Operators need to monitor their network of service providers against the DAQCP/IFQP inspection plan and inspection results. Processes in place need to ensure that any open finding that could affect the safety of operations is accounted for and acted upon, as needed.

Furthermore, although both inspection programs cover a significant part of the globe and service providers, being member in these pools does not assure that the operator’s entire network is covered by the pool’s activities. Operators need to have processes in place to ensure they exercise correct oversight of those providers / stations that are not monitored by these pools.

In addition to the above, similar concepts apply also to other ISARPs as follows:

- ORG 3.5.2 (ISM Ed. 14, Rev. 1), ORG 2.2.1 (ISM Ed. 15) (monitor external service providers): Use and verification of IOSA or ISAGO registration;
- ORG 3.5.4 (ISM Ed. 14, Rev. 1), ORG 2.2.3 (ISM Ed. 15) (auditing of operators under commercial agreements): Verification of applicable commercial agreements in place and related oversight;
- ORG 3.1.7 (ISM Ed. 14, Rev. 1), ORG 2.4.3 (ISM Ed. 15) (reports to IATA IDX): Verification of actual report submission and not only verification of contracts.



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3. Actions for Operators

We recommend operators that are DAQCP and/ or IFQP registered to ensure adequate monitoring and oversight of provisions related to de/anti-icing and / or fueling operations are maintained.

Similarly, appropriate verification needs to be carried out for the ORG ISARPs listed in section 2 of this Alert.

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IOSA Operator Alert 24-De-Anti-icing-Fueling Provisions

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