



IATA Fuel Quality Pool

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IATA Fuel Quality Pool
QUALITY • SAFETY • EXCELLENCE

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Introduction

- Marco Schaefers
- Sr. Aircraft Handling Support Manager at KLM Ground Services, responsible for:
 - Implementation Legislation and Regulation, OEM procedures, IATA standards in KLM Ground Handling procedures, e.g Fueling and De-/Anti-Icing.
 - Overall Fuel Quality for KLM-group
 - EASA Ground ops auditor
 - IFQP / DAQCP Inspector.
- Chairman IFQP, since 2012.



IFQP - Who is IFQP?

- The IATA Fuel Quality Pool (IFQP) is a group of airlines, which developed a program to assess the safety and quality control standards of fuel facilities at the airport.
- Founded in 1997 by 7 airlines and brought under TFG umbrella in 2000.
- 154 airlines are members. (Membership is for airlines only).
- >150 trained and qualified inspectors (Level 1, 2 and 3).
- Approved training facilities: ATH, AUH, BRU, OVB, ANC, BKK.
- ~1500 airports currently inspected
- Funding of the IFQP is done via the joining and yearly activity fee paid by all members, training fees paid by external participants, e.g. Authorities, oil companies, etc.

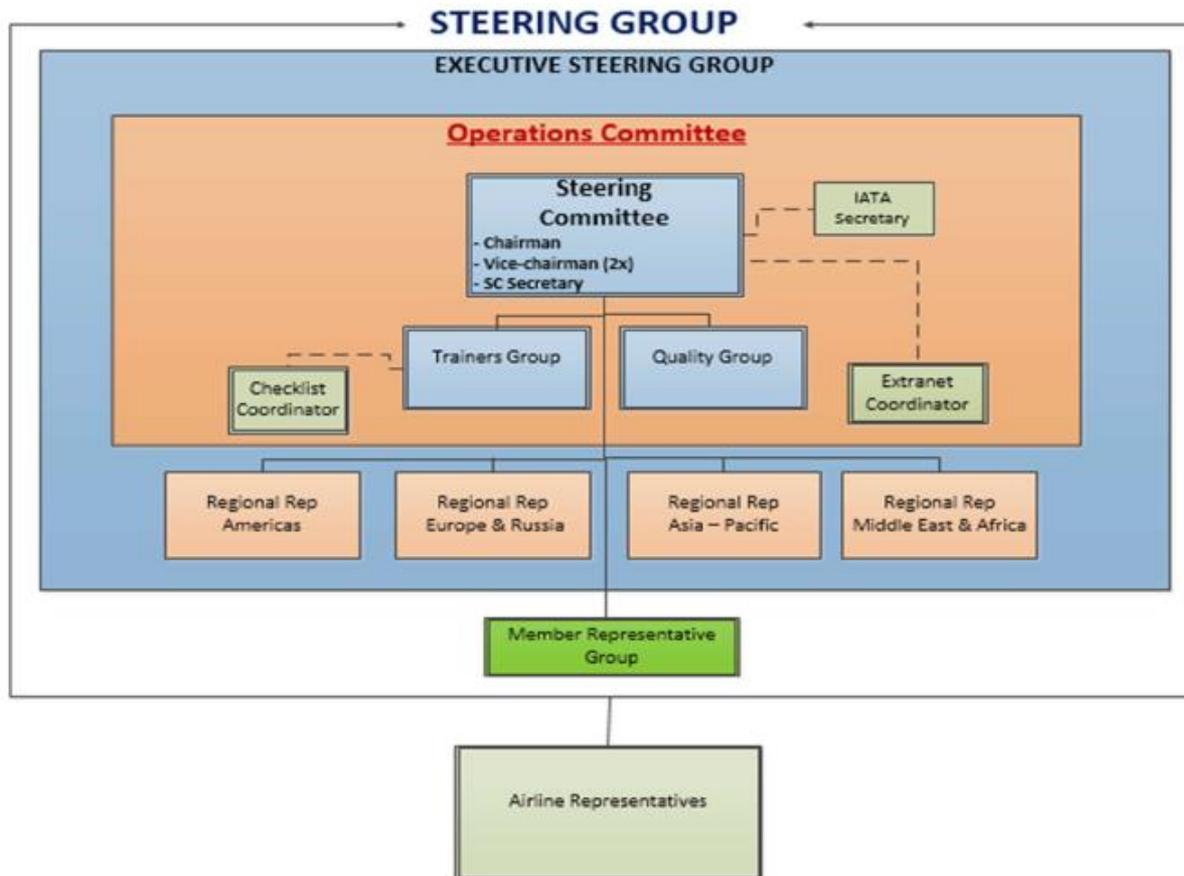
IFQP Global Scale (Airports)



IFQP - Objective and Mission

- Enhance safety and improve quality control standards of fuel facilities at the airport, in compliance with airlines regulators requirements.
- Minimize airlines and fuel suppliers workload by sharing inspections at jointly served airports, reducing costs for all.
- Reduce workload and costs up to 80% for participating airlines.
- Provide comprehensive training of inspectors and development of standardized inspection procedures according industry standard.
- Standardized inspection checklist, based on IFQP standard.

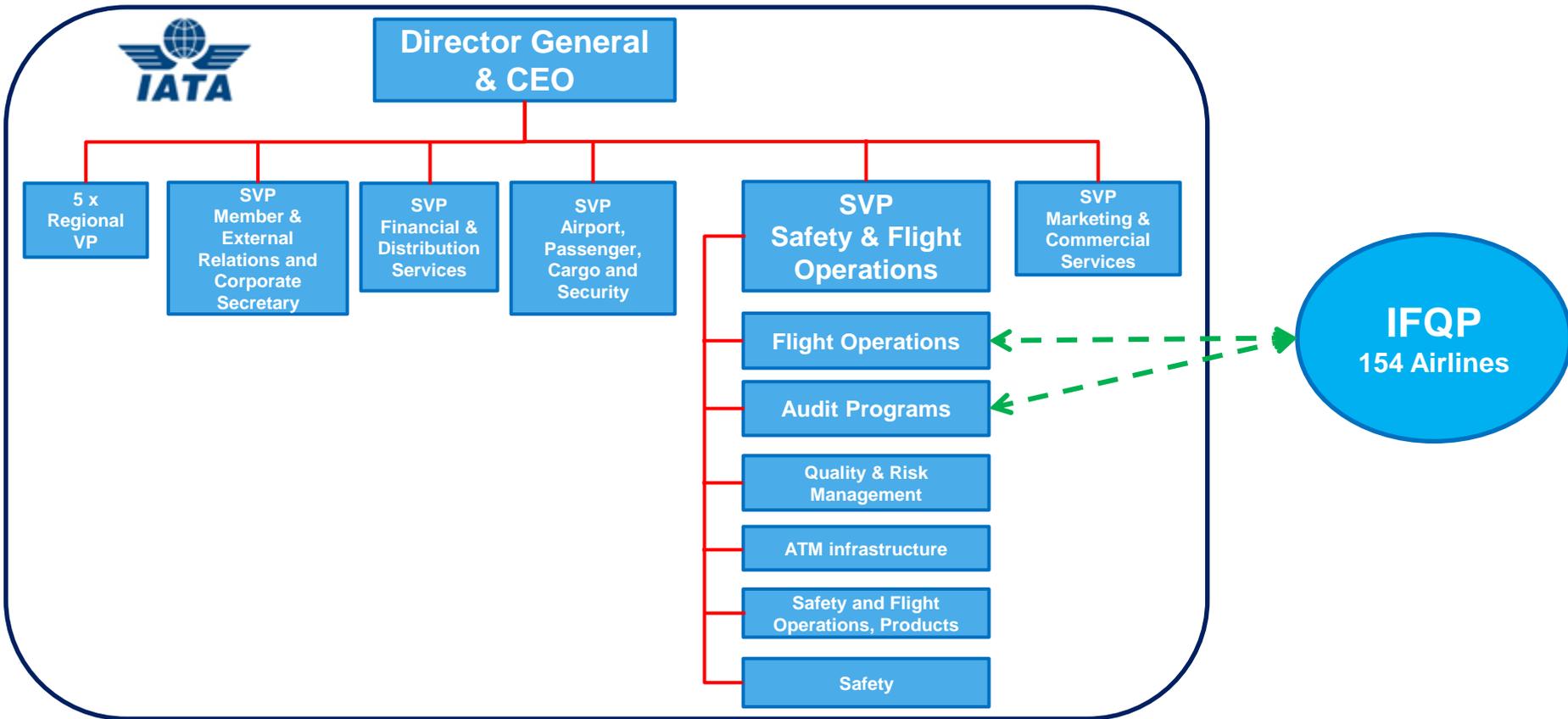
IFQP - Structure



IFQP - Internal Quality System

- IFQP Quality Manual
- Internal evaluations of inspectors
- Monthly Backlog overview
- Statistical tool to analyze:
 - Findings (country, region, supplier, airport)
 - Observations (country, region, supplier, airport)
 - Date Inspection performed vs scheduled date.
 - Date Report published
 - Date Report closed

Relation IFQP - IATA



Relation IFQP - IATA

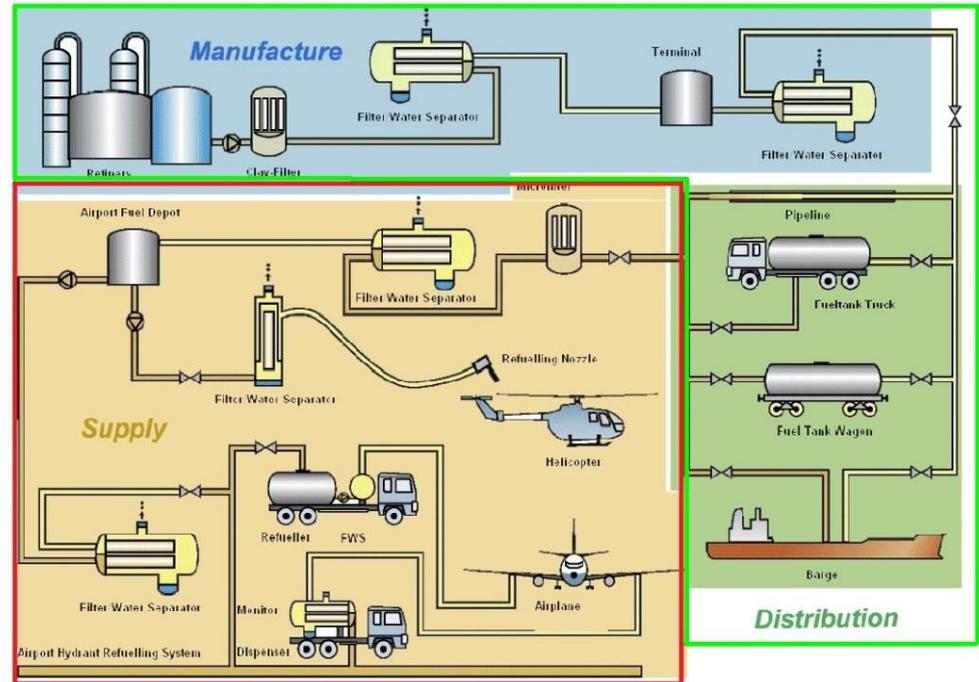
- IFQP is an independent operating quality pool, managed by member airlines.
- IATA department Audit Programs provide support (administrative, finance), assist in day-to-day business, coordinate all aspects of the training, maintain FQPS.
- IATA department Flight Operations via TFG provide industry developments and technologies and elevate any issues exceeding the scope of the IFQP inspections.

Why IFQP?

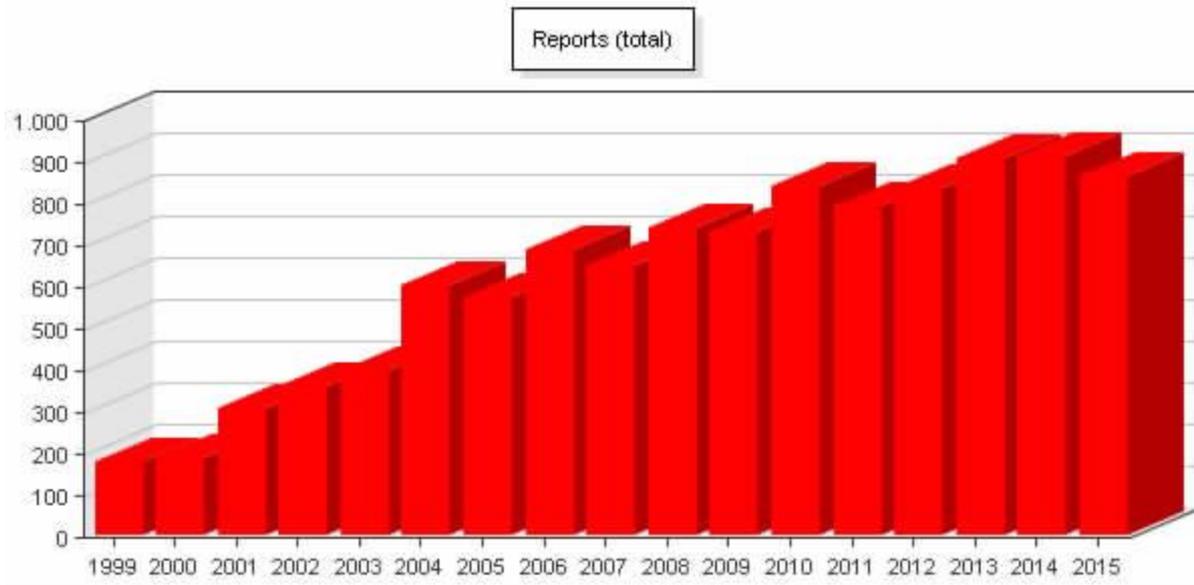
- Regulators, such as **EASA** (GM1 ORO.GEN.200(a)(6) Management system) and **FAA** (FAR 121.73), requires a **Quality Program** that covers procedures for:
 - Refuelling aircraft,
 - Eliminating fuel contamination,
 - Fire protection &
 - Supervising and protecting passengers during refuelling.
- The airlines are finally responsible for a safe ground handling and a safe flight.

IFQP Inspection

- Purpose is to verify whether established procedures and requirements are followed and whether the required standard is achieved.
- Typical inspection areas are:
 - Quality & Safety Management
 - Airfield Facility Receipt Procedures
 - Airfield Storage
 - Refueller Loading
 - Hydrant Systems
 - Fuel Equipment and Operations
 - HSSE
 - Records (Training & Maintenance)



IFQP Reports: Statistics (As of Oct 2015)



➤ Started in 1999 with 179 reports, as of October 2015 865 reports published.

IFQP Level of Findings

The following levels are used by the IFQP:

- Level 1 finding: Safety related. Is any significant non-compliance which lower the safety standard and hazards seriously the flight safety, for example:
 - No certification provided to airfield storage.
 - Instruments/pressure gauges not calibrated.
 - Fuel sample failed.
 - HEPCV or ILPCV test failed during the inspection.

Immediate action must be taken to isolate or eliminate the risk or correct it on site

IFQP Level of Findings

➤ Level 2 finding: normal findings. Is any non-compliance which could lower the safety standard and possibility hazard the flight safety.

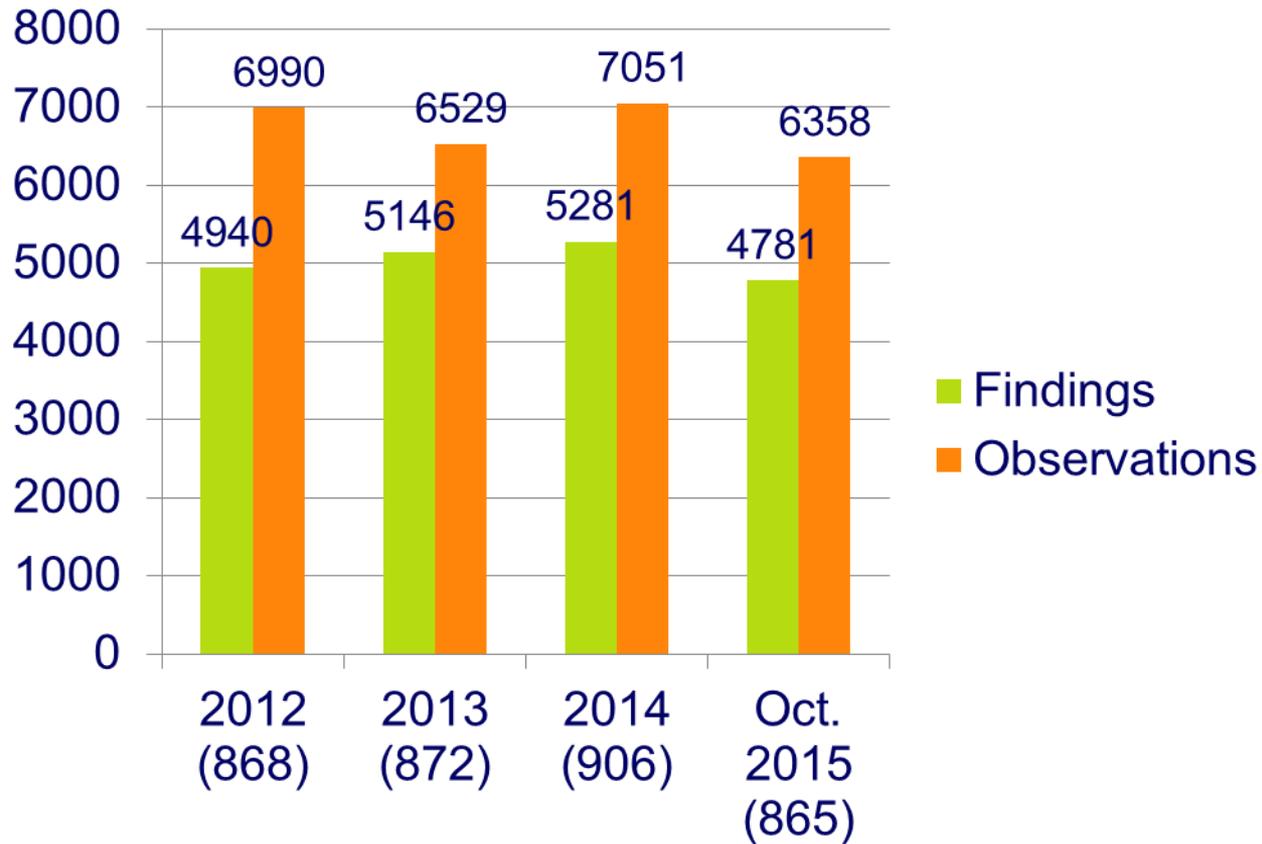
A corrective action period of 3 months will be granted.

➤ Recommendation. Is an observation whilst not a non-conformance, but can become one if the situation is not adjusted. Or items subject to improvement.

No immediate corrective action needs to be defined.

- Online responses by IPA or storage company:
- To be filled in: Root cause, Corrective action and Comprehensive action.
 - To be approved or disapproved by inspector.

IFQP # of Findings / Observations



IFQP Top 5 of Findings

Top 5 findings

1. Fuel vehicles: Filter type, Interlock- & Override-system, Bonding cable, Deadman Performance, Leakages.
2. Test rig: not available, not suitable or staff doesn't know how to perform a proper pressure control test.
3. Inlet / Outlet filter type: old editions filters used (happens mainly at major consortia) or Filter dP not corrected,
4. Quality & Safety Management: Tool/test Equipment Calibration program, training records.
5. Records: Fuel vehicles > hoses, filter dP, deadman.

Facility Color status

- In order to have a better transparency for quality and /or service related issues, all IFQP inspectors can assess the capability or restrictions of each location identified by four attention levels.
- Color status is used for each individual supplier or into-plane agent. So at one airport there can be different colors used.
- Airlines Fuel Purchasing Departments can use the color status for contracting new suppliers/into-plane agents or use it for negotiations.

Facility Color status cont'd

- The following color codes are used:
 - **Green:** Inspected party can be used without any restrictions. Inspection interval is 24 months.
 - **Amber:** Major findings which are not expected to disturb the safe (fuelling) operations of an aircraft but is considered as a safety concern. Inspection interval is 12 months.
 - **Purple:** No findings or acceptable level 2 findings, but there are operational constraints, e.g. limited storage capacity. Inspection interval is 24 months.
 - **Red:** Major findings, inspected party should not be used. Inspection interval is 3 months or less.

IFQP topics worldwide

- Use of chocks in Russia, China and Vietnam.
- New hydrant system at Accra airport.
- Hydrant commissioning of Shenyang airport.
- Ecuadorian Fuel specifications.
- Colombian Fuel specifications
- Hydrant problems at LAX airport.
- Overall quality at SJO airport.
- Commissioning of new airport UIO
- Commissioning of fuel facilities in Vietnam **and many more!!!!**

IFQP Highlights 2015

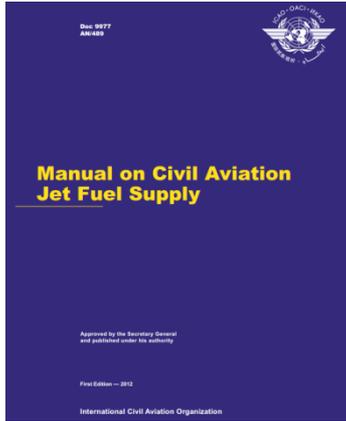
- Mid September IFQP training at ASA facilities, Mexico City, goal: meet the airline requirements.
- On-site training (last week) in Bogota – Colombia.
- Participation China Mission:
 - Harmonize filter specifications.
 - Harmonize airline requirements with local requirements
- Rangoon (Yangon) – IFQP assist PUMA Energy with start operation.
- Multiple follow-up inspections at ICN, SGN, PNR & BOG due to on-going quality issues.

IFQP - 2016

- Further growth in all regions, focus on regions with lowest participation.
- Release of:
 - IFQP Quality Manual, 3rd Edition
 - IFQP Control of Fuel Quality & Fuelling Safety Standards, 9th Edition.
 - IFQP Airport fuel quality and safety checklist, version 9.
 - IFQP Training Manual.
- Continuous monitoring of airports with quality issues, planned heavy maintenance, new facilities or new into-plane agents.
- 3 basic trainings (ATH, BRU & BKK).
- 2 refresh trainings in AUH.
- Further implementation of mandatory ICAO SMS, IOSA and ISAGO requirements.



Safety Management Manual (SMM)



Manual on Civil Aviation Jet Fuel Supply



IOSA Standards Manual

Effective 1 September 2015



Airport Handling Manual

Effective 1 January–31 December 2015



ISAGO Standards Manual

Effective July 2015



IATA Ground Operations Manual (IGOM)

Supplement to Airport Handling Manual

IGOM Effective 1 June–31 December 2015

Temporary Revision 1



IATA Fuel Quality Pool
Control of Fuel Quality & Fuelling Safety Standards



SMS Safety Management System Manual Version 4.0

Air Traffic Organization 2014

ALL PORTS/SAFETY



ATA Specification 103: Standards for Jet Fuel Quality Control

REVISION BOOK 1

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TR1

AMC1 CAT.OP.MPA.195

Refuelling/defuelling with passengers
embarking, on board or disembarking

Questions?

AMC/GM TO ANNEX IV (PART-CAT)
SUBPART B — OPERATING
PROCEDURES



On behalf of



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Thank you

<http://www.iata.org//ifqp>



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