



ISM Ed 3 Temporary Revision 2

Reference:	ISM 3
Issue date:	23-Mar-2011
Effective date:	23-Mar-2011

General Overview:

The revised provisions in this Temporary Revision (TR):

- Become part of the IOSA Standards Manual (ISM) and remain in effect until superseded by a new edition of the manual;
- Will be incorporated in Q5AIMS Checklist templates before the effective date of the revision;
- Can be applied on or after the AO Alert issue date to existing open Findings or Observations, in accordance with the IPM Ed 3, 5.11.3 option, if the audit is still open.
- Are identified by a **(T)** immediately following the reference number.

The types of changes are:

- ⊗ Deletion;
- △ Modifications;
- □ Addition.

The following table describes significant changes, highlighted in **bold**.



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Revisions Highlights		
Applicability box	Type of Change	Description of Change
DSP 4.3.3 Standards	△	for turbojet, turbo-fan and turbo-propeller aircraft operations,
DSP 4.3.3 Guidance	△	The fuel specifications of this provision apply to turbo-jet, turbo-fan and turbo-propeller aircraft operations.
DSP 4.3.3 Guidance	□	The intent of this provision is to define the minimum amount of (final) reserve fuel in excess of taxi fuel and the fuel required to fly to the destination. For item i) this minimum amount of reserve fuel cannot be less than the fuel required to fly for 30 minutes under the conditions specified and any additional amount required to provide for increased consumption due to the occurrence of operational contingencies (e.g. contingency fuel, reduced contingency fuel, additional fuel, extra fuel as defined in the IRM glossary).
DSP 4.3.3 Guidance	⊗	Fuel categories to be used to satisfy regulatory and operational contingencies are as follows: <ul style="list-style-type: none"> ▪ Reserve fuel; ▪ Contingency fuel; ▪ Holding fuel; ▪ Additional fuel.
DSP 4.3.4 Standards	△	for propeller-driven reciprocating engine aircraft operations
DSP 4.3.4 Guidance	△	The specifications of this provision apply to propeller-driven reciprocating engine aircraft operations.
DSP 4.3.4 Guidance	⊗	Fuel categories to be used to satisfy regulatory and operational contingencies are as follows: <ul style="list-style-type: none"> ▪ Reserve fuel; ▪ Contingency fuel; ▪ Holding fuel; ▪ Additional fuel.



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Revised Provisions

DSP 4.3.3 (T) The Operator shall have guidance and procedures to ensure, for turbojet, turbo-fan and turbo-propeller aircraft operations, when a destination alternate airport is not required, fuel and oil carried for a flight is sufficient:

- i) To fly to the destination and additionally to fly for 30 minutes at holding speed at 1,500 feet above the planned destination airport, and to have an additional amount of fuel sufficient to provide for the increased consumption on the occurrence of other operational contingencies;
- ii) If the destination airport is isolated, as defined by the State and/or the Operator, to fly to the destination and thereafter for a period of two hours at normal cruise consumption. **(GM)**

Guidance

Refer to the IRM for the definition of *Fuel (Flight Planning)*, which identifies fuel categories that may be used when itemizing regulatory and/or operational fuel requirements during flight planning and for inclusion in the OFP

The intent of this provision is to define the minimum amount of (final) reserve fuel in excess of taxi fuel and the fuel required to fly to the destination. For item i) this minimum amount of reserve fuel cannot be less than the fuel required to fly for 30 minutes under conditions specified and any additional amount required to provide for increased consumption due to the occurrence of operational contingencies (e.g. contingency fuel, reduced contingency fuel, additional fuel, extra fuel as defined in the IRM glossary)

The fuel specifications of this provision apply to turbo-jet, turbo-fan and turbo-propeller aircraft operations. Refer to **DSP 4.3.4** for propeller-driven reciprocating engine aircraft operations.

An operator may satisfy the fuel reserve requirements specified in items i) and ii), as applicable, by defining time, speed, altitude, and/or engine power conditions in accordance with requirements of the Authority that yield an equivalent or greater amount of fuel reserves.

The specification in item i) refers to operational contingencies, defined by the operator and/or the State, which may further limit the planned operation, if not considered during pre-flight planning.

The designation of a minimum oil quantity is typically provided by the manufacturer while the determination, monitoring and replenishment of oil supply are the responsibilities of Engineering and Maintenance and/or the flight crew.

DSP 4.3.4 (T) The Operator shall have guidance and procedures to ensure, for propeller-driven reciprocating engine aircraft operations, when a destination alternate airport is not required, fuel and oil carried for a flight is sufficient to **either**:

- i) Fly to the destination and additionally fly for 45 minutes, **or**
- ii) If the destination airport is isolated, as defined by the State and/or the Operator, fly to the airport to which the flight is planned and thereafter for the lesser of 2 hours or 45 minutes plus 15 percent of the flight time planned to be spent at the cruising levels used. **(GM)**

Guidance

Refer to the IRM for *Fuel (Flight Planning)*, which provides definitions of fuel categories that may be used when defining regulatory and/or requirements for operational flight planning and inclusion in the OFP.

The intent of this provision is to define the minimum amount of (final) reserve fuel in excess of taxi fuel and the fuel required to fly to the destination.

The specifications of this provision apply to propeller-driven reciprocating engine aircraft operations. Refer to **DSP 4.3.3** for turbo-jet, turbo-fan and turbo-propeller aircraft operations.



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An operator may satisfy the fuel reserve requirements specified in items i), ii) and iii) by defining time, speed, altitude, and/or engine power conditions in accordance with the requirements of the Authority that yield an equivalent or greater amount of fuel reserves.

The designation of a minimum oil quantity is typically provided by the manufacturer while the determination, monitoring and replenishment of oil supply are the responsibilities of Engineering and Maintenance and/or the flight crew.