	ISSM Edition 5 Temp. Rev. 01	Reference:	ISSM ED.5.TR01
		Issue date:	16 Oct 2023
		Effective date:	16 Oct 2023

## General Overview

This Temporary Revision ISSM ED5.TR01 (TR) to the ISSA Standard Manual (ISSM) Ed 5 updates program requirements regarding the eligibility of non – commercial operation and ISARPs applicability.

This TR is applicable to all stakeholders and parties within the ISSA Program and is in effect until incorporated into the next ISSM Edition.


If there are conflicting requirements between ISSM Edition 5 and this TR, the content of this TR shall prevail.

## Effective and Validity Date of This Temporary Revision

This TR shall become effective on 16<sup>th</sup> of October 2023 and shall remain valid until further notice.

## Approval

Step	Name	Date
Approved by:	Serkan Simitcioglu Head, IOSA	October 2023

	ISSM Edition 5 Temp. Rev. 01	Reference:	ISSM ED.5.TR01
		Issue date:	16 Oct 2023
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## Glossary of Symbols

- Addition of a new item.
- △ Change to an item.
- ⊗ Deletion of an item.

## 4) Applicability of ISARPs

### ***Applicability Guidance***

To provide guidance to the operators, an Applicability box is found at the beginning of each section of this manual. Within the box is a general description of the applicability of the ISARPs contained in the section. The applicability of individual standards or recommended practices is always determined by the auditor. As a means to assist with the interpretation of individual application, many ISARPs begin with a conditional phrase as described below.

### ***Systemic Applicability***

When making a determination as to the applicability of individual ISARPs, it is important to take into account operations (relevant to the individual standard or recommended practice) that are conducted, not only at the home station, but at all stations and other locations throughout the operator's network.

### ***Aircraft Applicability***

***Note:*** The term aircraft as used throughout the ISSM Part I refers to fixed wing aircraft (aeroplane or airplane).


The ISARPs as published in this version of the ISSM are applicable only for the assessment of an operator that meets the eligibility criteria below:



- Commercial and non-commercial passenger and/or cargo operations;
- Aircraft with one or more turbine powered and/or multiple reciprocating engines;
- One- or two-pilot operations;
- IFR and/or VFR operations;
- Aircraft below 5,700 Kg (12,566 lb) MTOW.



***Note:*** Commercial operations with aircraft above 5,700 Kg (12,566 lb) MTOW will be eligible for one ISSA initial assessment. Aircraft above 5,700 kg MTOW will be assessed as out of scope during next renewal assessment. Aircraft weight category limitations do not apply for non-commercial operations.

	ISSM Edition 5 Temp. Rev. 01	Reference:	ISSM ED.5.TR01
		Issue date:	16 Oct 2023
		Effective date:	16 Oct 2023


ISARPs may not be applied or used for the assessment of operations that are conducted with: Aircraft with single reciprocating engines; Helicopters; Seaplanes; Operators with no aircraft on the AOC (only wet-lease operations).

**Note:** For applicability of seaplanes and amphibians refer to ISSM Part II - Seaplanes and Amphibians.

During an assessment, ISARPs are applied only to those aircraft that are of the type authorized in the Air Operator Certificate (AOC) (or equivalent document) and utilized in commercial and non-commercial passenger and/or cargo operations. Certain ISARPs are also applicable to ferry flights, test flights and training flights even though they refer to a non-revenue-generating flights, and such application is indicated in a note that is part of the standard or recommended practice. Based on the request of the Operator which operates commercially, other owned or leased aircraft that are not of the type authorized in the AOC and/or not utilized in commercial air transport operations will not be evaluated during an assessment. However, the existence of such aircraft will be referenced with an explanation in the ISSA Assessment Report (ISAR).


**ORG 1.1.2** The Operator shall have a valid Air Operator Certificate (AOC) or equivalent document issued by the State of the Operator (hereinafter, the State) that authorizes the Operator to conduct commercial or non-commercial air transport operations in accordance with specified conditions and limitations. The AOC and/or associated documents shall include:

- i. Operator identification (name and location);
- ii. Date of issue and period of validity;
- iii. Description of types of operations authorized;
- iv. Type(s) of aircraft authorized for use
- v. Authorized areas of operation or routes;
- vi. Exemptions, deviations and waivers (listed by name);
- vii. Special authorizations, to include, as applicable:
  - a) Low visibility takeoff (LVTO);
  - b) CAT II and/or III approaches;
  - c) Automatic landing, head-up displays (HUD) and enhanced vision systems (EVS, SVS or CVS) operations and associated operational credit(s) granted (if such systems are used to gain operational benefit);
  - d) GPS approaches;
  - e) ETOPS/EDTO, as applicable, including the applicable threshold/maximum diversion times established for each particular aircraft and engine combination;
  - f) RVSM operations;
  - g) MNPS/NAT HLA operations;
  - h) Area of Magnetic Unreliability (AMU);
  - i) Basic RNAV/RNP operations;
  - j) Performance-Based Communication and Surveillance (PBCS) operations;

	ISSM Edition 5 Temp. Rev. 01	Reference:	ISSM ED.5.TR01
		Issue date:	16 Oct 2023
		Effective date:	16 Oct 2023

- k) Operator identification (name and location);
- l) Date of issue and period of validity;
- m) Description of types of operations authorized;
- n) Type(s) of aircraft authorized for use;
- o) Authorized areas of operation or routes;
- p) Exemptions, deviations and waivers (listed by name);
- q) Special authorizations, to include, as applicable:
  - a) Low visibility takeoff (LVTO);
  - b) CAT II and/or III approaches;
  - c) Automatic landing, head-up displays (HUD) and enhanced vision systems (EVS, SVS or CVS) operations and associated operational credit(s) granted (if such systems are used to gain operational benefit);
  - d) GPS approaches;
  - e) ETOPS/EDTO, as applicable, including the applicable threshold/maximum diversion times established for each particular aircraft and engine combination;
  - f) RVSM operations;
  - g) MNPS/NAT HLA operations;
  - h) Area of Magnetic Unreliability (AMU);
  - i) Basic RNAV/RNP operations;
  - j) Performance-Based Communication and Surveillance (PBCS) operations;
  - k) AR navigation specifications for PBN operations;
  - l) Transport of dangerous goods as cargo (if AOC authorization is required for the transport of dangerous goods);
  - m) Electronic Flight Bag (EFB) operations (if approval for such operations is required by the Authority). (GM)
  - n) AR navigation specifications for PBN operations;
  - o) Transport of dangerous goods as cargo (if AOC authorization is required for the transport of dangerous goods);
  - p) Electronic Flight Bag (EFB) operations (if approval for such operations is required by the Authority). (GM)

**Note:** "Vision systems" is a generic term referring to the existing systems designed to provide images, such as enhanced vision systems (EVS), synthetic vision systems (SVS) and combined vision systems (CVS).

	ISSM Edition 5 Temp. Rev. 01	Reference:	ISSM ED.5.TR01
		Issue date:	16 Oct 2023
		Effective date:	16 Oct 2023

## Section 2 - Flight Operation (FLT)

### Applicability

**Section 2** addresses safety and security requirements for flight operations of eligible operators. To be eligible, an Operator must meet the following criteria:




- Commercial and non- commercial passenger and/or cargo operations;
- Aircraft with one or more turbine powered and/or multiple reciprocating engines;
- One- or two-pilot operations;
- IFR and/or VFR operations;
- Aircraft below 5,700 Kg (12,566lb) MTOW.

**Note:** Aircraft above 5,700 Kg (12,566 lb) MTOW will be eligible only for ISSA initial assessment; thereafter, the operator needs to pursue an IOSA registration or aircraft above 5,700 kg MTOW will be assessed as out of scope during next renewal assessment. Aircraft weight category limitation does not apply for non-commercial operations.

The standards and recommended practices in Section 2 are applicable only to those aircraft that are of the type authorized in the Air Operator Certificate (AOC) or equivalent document and are utilized in commercial and non- commercial passenger and/or cargo operations. Certain ISARPs are also applicable to ferry flights, test flights and training flights even though they refer to a non-revenue-generating flights, and such application is indicated in a note that is part of the standard or recommended practice. Individual provisions or sub-specifications within a provision that: Do not begin with a conditional phrase are applicable unless determined otherwise by the Auditor. Begin with a conditional phrase ("If the Operator...") are applicable if the operator meets the condition(s) stated in the phrase

**FLT 3.9.6** If the Operator conducts flights from any airport when conditions are conducive to ground aircraft icing, the Operator shall have de-/anti-icing policies and procedures published in the OM or in other documents that are available to the flight crew during flight preparation and accessible to the flight crew during flight. Such policies and procedures shall address any flight crew duties and responsibilities related to de-/anti-icing and include:

- Holdover Time tables;
- A requirement for a member of the flight crew or qualified ground personnel to perform a visual check of the wings before takeoff, if any contamination is suspected;
- A requirement that takeoff will not commence unless the critical surfaces are clear of any deposits that might adversely affect the performance and/or controllability of the aircraft;
- A statement that delegates authority to the PIC to order De-/Anti-icing whenever deemed necessary. **(GM)**

	ISSM Edition 5 Temp. Rev. 01	Reference:	ISSM ED.5.TR01
		Issue date:	16 Oct 2023
		Effective date:	16 Oct 2023



**Note:** The specifications of this provision are also applicable for flights such as ferry, maintenance check/test and training.



**FLT 3.10.1** The Operator should require all commercial and non-commercial flights to be conducted under an IFR Flight Plan and in accordance with an IFR clearance. **(GM)**

## Section 3- Operational Control and Flight Dispatch (DSP)

### Applicability



The ISSA standards and recommended practices (ISARPs) in Section 3 are applicable only to those aircraft that are of the type authorized in the Air Operator Certificate (AOC) or equivalent document and are utilized in commercial and non-commercial passenger and/or cargo operations. Certain ISARPs are also applicable to ferry flights and training flights even though they refer to a non-revenue-generating flight, and such application is indicated in a note that is part of the standard or recommended practice.

## Section 6 – Ground Handling Operations (GRH)

**GRH 4.2.1** If the Operator conducts flights from any airport when conditions are conducive to ground aircraft icing, the Operator shall have a De-/Anti-icing Program, which, if applicable, is approved by the Authority and, as a minimum:

- i. Ensures adherence to the Clean Aircraft Concept;
- ii. Defines responsibilities within the Program;
- iii. Addresses applicable locations within the route network;
- iv. Defines areas of responsibility;
- v. Specifies technical and operational requirements;
- vi. Specifies training and qualification requirements;
- vii. Is applicable to external service providers that perform de-/anti-icing functions for the Operator. **(GM)**



**Note:** The specifications of this provision are also applicable for flights such as ferry, maintenance check/test and training.