



ISM Edition 13
Temporary Revision 2020-1

Reference:	TR.ISM.2020-1
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Approval Section

Step	Name	Date
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General Overview

This Temporary Revision 2020-1 to the IOSA Standards Manual (ISM) Edition 13 is issued instead of a new full edition of the ISM. Due to the COVID-19 outbreak and the resulting challenging environment for all operators, the decision has been made to postpone the publication of Ed 14 to the ISM to not introduce any new requirement for the near future and to extend Active Implementation and Parallel Conformity Options by one year.

Explanatory Information

Many provisions have been abbreviated in this TR for brevity. They have been marked accordingly and all referenced parts will remain effective as published in the full version of ISM Ed 13.

ORG 3.7.1 has been changed into an umbrella ISARP and upgrade of all ORG 3.7 provisions deferred to 2021.

Effective Date

This TR will become effective as of 01-Sep-2020.

Glossary of Symbols

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

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ORG 3.5.4A The Operator shall have a process to monitor the performance of other operators that transport its passengers under a commercial aviation agreement. Such monitoring process shall ensure the operational safety and security needs of the Operator are being fulfilled and be applicable to other operators under the following commercial aviation agreements:

(Sub-specs (i) through (iii) remain unchanged; omitted for brevity)

Note: The specifications of this standard shall be applicable to the Operator if it has transported its passengers on another operator under any of the specified commercial aviation agreements during the most recent IOSA registration period.

Note: IOSA registration is acceptable as part of the Operator's monitoring process when such registration is included in or combined with a risk assessment of the other operator(s).

△ *Note: Effective 1 September 2021, ORG 3.5.4A will be eliminated and replaced by ORG 3.5.4B*

△ **ORG 3.5.4B** Effective 1 September 2021, the Operator shall have a process that provides for the auditing of other operators that transport passengers of the Operator under any of the following commercial aviation agreements:

(Remainder of provision remains unchanged; omitted for brevity)

ORG 3.3.13 If the Operator conducts flights with aircraft of a maximum certified takeoff mass in excess of 27,000 kg (59,525 lbs), the Operator shall have a flight data analysis (FDA) program applicable to such aircraft that is non-punitive and contains adequate safeguards to protect data sources. The FDA program shall include either:

(Sub-specs (i) and (ii) remain unchanged; omitted for brevity)

△ *Note: Item ii) is a Parallel Conformity Option (PCO) for item i); in effect until 31 August 2022.*

△ *Note: Effective 1 September 2022, ORG 3.3.13 will be eliminated and replaced by the standards located in ORG sub-section 3.7.*

△ **ORG 3.7.1** If the Operator conducts flights with aircraft that have a maximum certified takeoff mass in excess of 27,000 kg (59,525 lb), the Operator should have a flight data analysis (FDA) program that is applied to such aircraft in its fleet and is integrated in the Operator's SMS

Note: Conformity with ORG 3.7.1 is possible only when the Operator is in conformity with all other recommended practices in this sub-section 3.7, except ORG 3.7.2.

Note: An Operator that is in conformity with this recommended practice is also in conformity with ORG 3.3.13 (i).

△ *Note: Effective 1 September 2022, this recommended practice will be upgraded to a standard; IOSA registration will require conformance by the Operator.*

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ORG 3.7.3 If the Operator has an FDA program, the Operator should ensure such program has a manager with appropriate qualifications that is responsible for the performance of the program and for:

(Sub-specs (i) through (iv) remain unchanged; omitted for brevity)

△ *Note: Effective 1 September 2022, this recommended practice will be upgraded to a standard; IOSA registration will require conformance by the Operator.*

ORG 3.7.4 If the Operator has an FDA program, the Operator should ensure such program includes a document that defines key aspects of the program and has been agreed upon by all program stakeholders. Such document should define, as a minimum:

(Sub-specs (i) through (viii) remain unchanged; omitted for brevity)

△ *Note: Effective 1 September 2022, this recommended practice will be upgraded to a standard; IOSA registration will require conformance by the Operator.*

ORG 3.7.5 If the Operator has an FDA program, the Operator should ensure such program includes the following functions;

(Sub-specs (i) through (vi) remain unchanged; omitted for brevity)

△ *Note: Effective 1 September 2022, this recommended practice will be upgraded to a standard; IOSA registration will require conformance by the Operator.*

ORG 3.7.6 If the Operator has an FDA program, the Operator should have processes to ensure personnel are appropriately trained and qualified to perform program functions as specified in ORG 3.7.5. (GM)

△ *Note: Effective 1 September 2022, this recommended practice will be upgraded to a standard; IOSA registration will require conformance by the Operator.*

ORG 3.7.7 If the Operator has an FDA program, the Operator should ensure such program includes the following systems:

(Sub-specs (i) through (lv) remain unchanged; omitted for brevity)

△ *Note: Effective 1 September 2022, this recommended practice will be upgraded to a standard; IOSA registration will require conformance by the Operator.*

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ORG 3.7.8 If the Operator has an FDA program, the Operator should have standards for the management and protection of program data and information. Such standards should define:

(Sub-specs (i) through (ix) remain unchanged; omitted for brevity)

△ *Note: Effective 1 September 2022, this recommended practice will be upgraded to a standard; IOSA registration will require conformance by the Operator.*

ORG 3.7.9 If the Operator has an FDA program, the Operator should have processes to ensure program findings (e.g. hazards, adverse events and trends, airworthiness issues) are coordinated with relevant operational areas of the organization for further validation and assessment, and then for a determination of appropriate follow-up action. Such coordination and follow-up action should be accomplished within the SMS as follows:

(Sub-specs (i) through (iii) remain unchanged; omitted for brevity)

△ *Note: Effective 1 September 2022, this recommended practice will be upgraded to a standard; IOSA registration will require conformance by the Operator.*

FLT 3.7.9 If the Operator conducts isolated airport operations, the Operator shall have guidance and instructions for the flight crew to:

(Sub-specs (i) and (ii) remain unchanged; omitted for brevity)

△ ▲ An operator may conform to FLT 3.7.9 through Active Implementation as long as the implementation Action Plan (IAP) projects conformance on or before 31 August 2021.

FLT 3.14.16 The Operator shall have an in-flight fuel management policy that requires the PIC to advise ATC of a minimum fuel state:

(Sub-specs (i) and (ii) remain unchanged; omitted for brevity)

△ ▲ An operator may conform to FLT 3.14.16 ii) through Active Implementation as long as the implementation Action Plan (IAP) projects conformance on or before 31 August 2021.

FLT 3.14.17 The Operator shall have an in-flight fuel management policy that requires the PIC to declare a situation of fuel emergency:

(Sub-specs (i) and (ii) remain unchanged; omitted for brevity)

△ ▲ An operator may conform to FLT 3.14.17 ii) through Active Implementation as long as the implementation Action Plan (IAP) projects conformance on or before 31 August 2021.

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DSP 3.5.1 The Operator shall have an aircraft tracking capability to track its aircraft throughout its areas of operations. (GM)

Note: A specific tracking interval or reporting method is not defined by this provision.

- △ ▲ An operator may conform to DSP 3.5.1 through Active Implementation as long as the implementation Action Plan (IAP) projects conformance on or before 31 August 2021.

DSP 3.5.2 The Operator should track the position of an aircraft through automated reporting at least every 15 minutes for the portion(s) of the planned in-flight operation(s) under the following conditions:

(Sub-specs (i) and (ii) remain unchanged; omitted for brevity)

Note: Variations to automated reporting intervals may be applied provided risks to the operation resulting from such variations are managed utilizing a risk assessment process consisting of at least the following:

(Sub-specs (a) through (f) remain unchanged; omitted for brevity)

Note: An Operator in conformity with the specifications of this provision is deemed in conformity with DSP 3.5.3.

- △ ▲ An operator may conform to DSP 3.5.2 through Active Implementation as long as the implementation Action Plan (IAP) projects conformance on or before 31 August 2021.

DSP 3.5.3 If the Operator conducts flight operations in oceanic areas, the Operator shall track the position of an aircraft through automated reporting at least every 15 minutes for the portion(s) of the in-flight operation that is planned in an oceanic area(s) under the following conditions:

(Sub-specs (i) and (ii) remain unchanged; omitted for brevity)

Note: For the purpose of aircraft tracking, an oceanic area is defined as the airspace that overlies waters outside the territory of a state.

Note: Variations to automated reporting intervals may be applied provided risks to the operation resulting from such variations are managed utilizing a risk assessment process consisting of at least the following:

(Sub-specs (a) through (f) remain unchanged; omitted for brevity)

Note: An Operator in conformity with the specifications of DSP 3.5.2 is deemed in conformity with the specifications of this provision.

- △ ▲ An operator may conform to DSP 3.5.3 through Active Implementation as long as the implementation Action Plan (IAP) projects conformance on or before 31 August 2021

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DSP 4.1.7 If the Operator conducts isolated airport operations that preclude the selection of any destination alternate airport in accordance with DSP 4.1.4 or 4.1.5, the Operator shall have a process to ensure, for each flight into an isolated destination airport:

(Sub-specs (i) and (ii) remain unchanged; omitted for brevity)

- △ ▲ An operator may conform to DSP 4.1.7 through Active Implementation as long as the implementation Action Plan (IAP) projects conformance on or before 31 August 2021

DSP 4.2.3 If the Operator utilizes aircraft with three or more engines, the Operator shall have guidance and procedures for provision of an OFP that ensures aircraft with three or more engines can either:

(Sub-specs (i) and (ii) remain unchanged; omitted for brevity)

- △ *Note: Item ii) is a Parallel Conformity Option [PCO] for item i); in effect until 31 August 2021.*

DSP 4.3.7 The Operator shall have a process and/or procedures to ensure the contingency fuel required in accordance with its fuel policy is the amount of fuel required to compensate for unforeseen factors that could have an influence on the fuel consumption to the destination airport. Contingency fuel shall not be lower than any one or more of the following (as approved or accepted by the Authority based on the operations of the Operator):

(Sub-specs (i) through (v) remain unchanged; omitted for brevity)

- △ *Note: Items ii), iii), iv) and v) are Parallel Conformity Options (PCOs) for item i); in effect until 31 August 2021.*

Note: The specifications in item ii) and iii) are only applicable to an operator if the State and/or the Operator differentiate between domestic and international flights for the purpose of contingency fuel calculations.

Note: Conformity with the specifications of this provision can be achieved using performance-based methods in accordance with applicable provisions in subsection 4.6. Such conformance is achievable irrespective of the specifications of this provision.

DSP 4.3.12 The Operator shall have a process and/or procedures to ensure the final reserve fuel calculated in accordance with its fuel policy is not less than either (as applicable to the Operator):

(Sub-specs (i) and (ii) remain unchanged; omitted for brevity)

- △ *Note: Item ii) is a Parallel Conformity Option [PCO] for item i); in effect until 31 August 2021*



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DSP 4.3.13 The Operator shall have a process and/or procedures to ensure the additional fuel calculated in accordance with its fuel policy is a supplementary amount of fuel required to be carried when the sum of the trip fuel, contingency fuel, alternate fuel and final reserve fuel is insufficient to meet any one of the following conditions (as applicable to the Operator):

(Sub-specs (i) through (iii) remain unchanged; omitted for brevity)

Note: The Operator has the option of achieving conformity with the specifications of this provision using performance-based methods in accordance with applicable provisions in subsection 4.6. Such conformance is achievable irrespective of the specifications of this provision.

- △ ▲ An operator may conform to DSP 4.3.13 (ii) through Active Implementation as long as the implementation Action Plan (IAP) projects conformance on or before 31 August 2021.



Section 4 (MNT), Table 4.11 (xv) – Data Link Recorder (This change incorporates and replaces ISM 13 TR 2019-7.)				
	Equipment	Applicability	Requirement	Notes
(xv)	Data Link Recorder (DLR)	<p>Aircraft using datalink communications for the authorization and/or control of the aircraft flight path and for which the individual certificate of airworthiness was first issued after 1 January 2016.</p> <p>Aircraft using datalink communications for the authorization and/or control of the aircraft flight path that were modified after 1 January 2016 to install/provide the datalink system capability for such communications.</p>	A DLR that records the applicable data link messages is integrated with a CVR or an FDR, or with a combination FDR/CVR unit.	▲ An operator may conform to Table 4.11 (xv) through Active Implementation as long as the implementation Action Plan (IAP) projects conformance on or before 31 August 2022.
(This is an extract of Table 4.11. The remaining parts of Table 4.11 remain unchanged.)				



SEC 1.10.4 (Provision eliminated)