



ISM Edition 13
Temporary Revision 2021-1


Reference:	ISM 13 TR.2021-1
Issue date:	01-Feb-2021
Effective date:	15-Feb-2021

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Approval Section

Step	Name	Date
Reviewed by:	Serkan Simitcioglu Head, IOSA	December 2020
Recommended by:	Catalin Cotrut Director, Audit Programs	January 2021
Approved by:	Gilberto Lopez Meyer Senior Vice President Safety and Flight Operations	January 2021

General Overview

This Temporary Revision (TR) 2021-1 to the IOSA Standards Manual (ISM) Edition 13 is issued to address changes to ISARPs that address installation of a data link recorder (DLR).

The changes in this TR supersede changes to DLR specifications contained in all previous ISM 13 TRs.

Explanatory Information

Annex 6 specifies that data link messages shall be recorded on aircraft that use data link communications for the authorization and/or control of the aircraft flight path. Tables in the ISM Engineering and Maintenance (MNT) section address the installation of a DLR. This TR contains changes to ISARPs that address DLR installation in MNT tables 4.11, 4.12, 4.14 and 4.15.

Effective Date

This TR will become effective as of 15-Feb-2021.

Change Mark-up

- New wording is shown in shaded text (example).
- Deleted wording is shown in strike-through text (example).

Abbreviations

- DLC – data link communication.
- DLR – data link recorder.



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MNT Table 4.11 (xv) is revised as shown below.

Table 4.11 – Required Aircraft Systems and Equipment				
	Equipment	Applicability	Requirement	Notes
Line items (i) through (xiv) are not affected by this TR and are omitted for brevity.				
(xv)	Data Link Recorder (DLR)	<p>Aircraft utilizing datalink communications for the authorization and/or control of the aircraft flight path and for which the individual certificate of airworthiness was first issued on or after 1 January 2016.</p> <p>Aircraft utilizing datalink communications, for which the individual certificate of airworthiness was first issued after 1 Jan 2016.</p>	<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.</p> <p>(GM) See Table 4.12 (xv)</p> <p>Equipped with a DLR that records all data link messages and is integrated with an FDR, CVR or with a combination FDR/CVR unit.</p>	<p>► 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</p>
Subsequent line items are not affected by this TR and are omitted for brevity.				

MNT Table 4.12 (xv) and revised placeholders are added as shown below.

Table 4.12 – Guidance Material: Required Aircraft Systems and Equipment	
Line items (i) through (xii) are not affected by this TR and are omitted for brevity	
(xiii)–(xiv)	(Intentionally open)
(xv)	<p>Applicable data link messages as specified in the Requirement column would be those messages related to the authorization and/or control of the aircraft flight path.</p> <p>The minimum recording duration of the DLR is typically equal to the recording duration of the CVR.</p>
(xvi)	(Intentionally open)
Subsequent line items are not affected by the TR and are omitted for brevity.	

MNT Table 4.14 (v) is added as shown below (consists of two recommended practices).

Table 4.14 – Recommended Aircraft Systems and Equipment
Line items (i) through (iv) are not affected by this TR and are omitted for brevity.



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(v)	Data Link Recorder (DLR)	<p>Aircraft using datalink communications for the authorization and/or control of the aircraft flight path that:</p> <ul style="list-style-type: none"> ▪ Have the individual aircraft certificate of airworthiness first issued before 1 January 2016, and ▪ Had no approved modification available for DLC on the aircraft type (make / model / series) prior to 1 January 2016, and ▪ Were modified on or after 1 January 2016 for such use, 	<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.</p> <p>(GM) See Table 4.15 (v)</p>	<p>Note: Effective 1 September 2023, this recommended practice will be upgraded to a standard; IOSA registration will require conformance by the Operator.</p>
		<p>Aircraft using datalink communications for the authorization and/or control of the aircraft flight path that:</p> <ul style="list-style-type: none"> ▪ Have the individual aircraft certificate of airworthiness first issued before 1 January 2016, and ▪ Had an approved modification available for DLC on the aircraft type (make / model / series) prior to 1 January 2016, and ▪ Were modified on or after 1 January 2016 for such use. 	<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.</p> <p>(GM) See Table 4.15 (v)</p>	<p>Note: This recommended practice will not be upgraded to a standard.</p>

MNT Table 4.15 (v) and new placeholder is added as shown below.

Table 4.15 – Guidance Material: Recommended Aircraft Systems and Equipment	
Line items (i) through (ii) are not affected by this TR and are omitted for brevity.	
(iii)– (iv)	(Intentionally open)



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(v)	Applicable data link messages as specified in the Requirement column would be those messages related to the authorization and/or control of the aircraft flight path. The minimum recording duration of the DLR is typically equal to the recording duration of the CVR.
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