



## Temporary Revision 2019-5

ISM Editions 12 and 13


Reference:	TR.ISM.2019-5
Issue date:	30-AUG-2019
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### Approval Section

Step	Name	Date
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### General Overview

This Temporary Revision (TR) 2019-5 to the IOSA Standards Manual (ISM) Editions 12 and 13 is issued in accordance with the IOSA Standards Special Review Process (IPM Fig 1.4) and addresses a potential conflict between DSP 3.5.1 and DSP 1.8.4 as it pertains to Table 3.4 (xix) and an error in MNT 1.12.7.

### Effective Date of the Temporary Revision


This TR will become effective as of 30 August 2019.

### Explanatory Information for DSP 1.8.4 / Table 3.4

DSP 3.5.1 requires from an operator the capability to track its aircraft throughout its areas of operations. However, the operator may conform to DSP 3.5.1 through Active Implementation (AI) as long as the Implementation Action Plan (IAP) projects conformance on or before 31 August 2020.

DSP 1.8.4 specifies that an operator shall have a process or procedures to record and retain certain operational information, communications and data, which are specified in ISM Table 3.4. Table 3.4 (xix) requires an operator to record and retain aircraft tracking data. Specification (xix) does not have a conditional phrase nor is there an option to conform using AI.

A conflict exists when an operator conforms to DSP 3.5.1 through Active Implementation (AI). However, Table 3.4 (xix) requires an operator record and retain aircraft tracking data, but it does not account for the possibility that the operator conformed to DSP 3.5.1 using AI and thus might not have the full aircraft tracking capability in place.

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### Table 3.4

On the effective date of this TR, the changes to DSP Table 3.4 (xix) as shown below become applicable during audits conducted against ISM 12 and 13.

<b>Table 3.4–Flight Information</b>	
<p>The Operator shall record and retain the following information for each flight:</p> <ul style="list-style-type: none"> <li>(i) Aircraft registration;</li> <li>(ii) Date;</li> <li>(iii) Flight number;</li> <li>(iv) Flight crew names and duty assignment;</li> <li>(v) Fuel on board at departure, en route and arrival;</li> <li>(vi) Departure and arrival point;</li> <li>(vii) Actual time of departure;</li> <li>(viii) Actual time of arrival;</li> <li>(ix) Flight time;</li> <li>(x) Incidents and observations, if any;</li> <li>(xi) Flight weather briefings;</li> <li>(xii) Dispatch or flight releases;</li> <li>(xiii) Load Sheet;</li> <li>(xiv) NOTOC;</li> <li>(xv) OFP;</li> <li>(xvi) ATS flight plan;</li> <li>(xvii) Communications records;</li> <li>(xviii) Fuel and oil records (obtained in accordance with <a href="#">MNT 3.1.1</a>);</li> <li>(xix) If the Operator has an aircraft tracking capability as specified in DSP 3.5.1, aircraft tracking data to assist SAR in determining the last known position of the aircraft.</li> </ul> <p><b>Note:</b> <i>After an aircraft has landed safely, an operator may discard tracking data.</i></p>	



### MNT 1.12.7

If the Operator outsources aircraft engineering and maintenance operational functions to external service providers, the Operator should have a program that ensures personnel of external service providers are trained and competent to perform SMS duties. The scope of such training should be appropriate to individual involvement in the Operator's SMS. [SMS] (GM) -



(Note has been removed)