	Temporary Revision 2019-2 ISM Edition 12	Reference:	TR.ISM.2019-2
		Issue date:	9 May 2019
		Effective date:	23 May 2019

NOTICE

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Approval Section

Step	Name	Date
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General Overview

This Temporary Revision (TR) 2019-2 to the IOSA Standards Manual (ISM) Edition 12 is based on the process of a Special Standards Review (IPM Fig 1.4). It addresses the suspension of

DSP 3.2.9C (ii) of the ISM Ed 12.

The IOSA Oversight Council has endorsed this TR 2019-2.

Effective Date of the Temporary Revision

This TR will become effective as of 23 May 2019.

The Temporary Revision

On the effective date of this TR, the following changes come into effect:

Current ISARP	Suspended DSP 3.2.9C (ii)
The Operator shall have guidance and procedures, approved or accepted by the State, for the purposes of determining whether an approach and landing can be safely conducted at each required alternate airport at the estimated time of use. Such guidance and procedures shall: (i) Specify the appropriate incremental values for visibility (and ceiling, if required), to be	The Operator shall have guidance and procedures, approved or accepted by the State, for the purposes of determining whether an approach and landing can be safely conducted at each required alternate airport at the estimated time of use. Such guidance and procedures shall: (i) Specify the appropriate incremental values for visibility (and ceiling, if required), to be

Current ISARP	Suspended DSP 3.2.9C (ii)
added to the operator's established airport operating minima; (ii) Define an appropriate time margin to be applied to the estimated time of arrival for the purposes of establishing the estimated time of use of an airport and to account for the uncertainty of flight time estimates or meteorological events. **(GM)** **Guidance** The intent of this provision is for the operator to have a means to ensure, with a reasonable degree of certainty, that at the estimated time of use of an alternate airport, the meteorological conditions will be at or above the operator's established operating minima for an instrument approach. This is practically accomplished through guidance and procedures for the definition and application of alternate planning minima. The additives specified in item i) are typically dependent on the approach facility configuration and require ceiling be taken into account when the only approaches available are non-precision and/or circling approaches. One example of a time margin used to conform to item ii), which is accepted by many national authorities, is one hour before and after the estimated earliest and latest time of arrival. This may be reduced in special circumstances, such as when a forecast is only valid for the time of operation of the airport and does not cover the period before opening. An Operator might use a variable time margin based on specific flight parameters that can be monitored after departure by an FOO or FOA and communicated to the PIC.	added to the operator's established airport operating minima; ~~(ii) Define an appropriate time margin to be applied to the estimated time of arrival for the purposes of establishing the estimated time of use of an airport and to account for the uncertainty of flight time estimates or meteorological events.~~ **(GM)** **Guidance** The intent of this provision is for the operator to have a means to ensure, with a reasonable degree of certainty, that at the estimated time of use of an alternate airport, the meteorological conditions will be at or above the operator's established operating minima for an instrument approach. This is practically accomplished through guidance and procedures for the definition and application of alternate planning minima. The additives specified in item i) are typically dependent on the approach facility configuration and require ceiling be taken into account when the only approaches available are non-precision and/or circling approaches. One example of a time margin used to conform to item ii), which is accepted by many national authorities, is one hour before and after the estimated earliest and latest time of arrival. This may be reduced in special circumstances, such as when a forecast is only valid for the time of operation of the airport and does not cover the period before opening. An Operator might use a variable time margin based on specific flight parameters that can be monitored after departure by an FOO or FOA and communicated to the PIC.

Current ISARP	Suspended DSP 3.2.9C (ii)
An operator, in accordance with the requirements of the Authority, typically uses technical guidance for the development or application of alternate airport planning minima. Such guidance might be derived from one or more of the following source references, as applicable: • ICAO Flight Planning and Fuel Management Manual (Doc 9976); • Commission Regulation EC No. 859/2008; • Commission Regulation EC No. 965/2012; • FAR 121.625–Alternate Airport Weather Minima; • FAA OPSPEC C055 Table; • Any equivalent reference document approved or accepted by the Authority for the development or application of alternate planning minima designed to conform to the specifications of the provision.	An operator, in accordance with the requirements of the Authority, typically uses technical guidance for the development or application of alternate airport planning minima. Such guidance might be derived from one or more of the following source references, as applicable: • ICAO Flight Planning and Fuel Management Manual (Doc 9976); • Commission Regulation EC No. 859/2008; • Commission Regulation EC No. 965/2012; • FAR 121.625–Alternate Airport Weather Minima; • FAA OPSPEC C055 Table; • Any equivalent reference document approved or accepted by the Authority for the development or application of alternate planning minima designed to conform to the specifications of the provision.

The changes shall apply to all initial, renewal and verification audits utilizing ISM Edition 12. The changes may be applied to operators in accordance with IPM 8.12.5.