# Explanation of Proposed Changes for update of Issue 14 of OTAR Parts 91, 125, 135, 121 to Issue 15

| No. | OTAR Subpart(s) | Subpart Name | Change | Reason for Change |
|---|---|---|---|---|
| 1 | 91.220(b) & 125.220(a) | Operating facilities | **New Text:** The pilot-in-command shall assess the level of safety risk associated with the aircraft type and nature of the operation, in relation to the availability of rescue and fire-fighting-services (RFFS). | ICAO Amendment to ensure that the PIC assesses safety risk. |
| 2 | 135.260 & 121.260 | En-Route alternate | **Amended text:** En-route alternate aerodromes, required for extended diversion time operations by aeroplanes with two turbine engines, shall be selected and specified in ~~both~~ the operational and ~~ATS~~ filed flight plans and, if applicable, in the preliminary flight plan. | ICAO Amendment of text. |
| 3 | 135.265 & 121.265 | Destination alternate | **Amended text:** The operator shall ensure that for any flight conducted under IFR, at least one destination alternate aerodrome shall be selected and specified in ~~both~~ the operational and ~~ATS~~ filed flight plans, and, if applicable, in the preliminary flight plan unless: | ICAO Amendment in line with above change. |
| 4 | 135.265(b) & 121.265(b) | Destination alternate | **Amended text:** Two destination alternate aerodromes shall be specified in the operational and ~~ATS~~ filed flight plans and, if applicable, in the preliminary flight plan when, at the destination aerodrome: | ICAO Amendment in line with above change. |
| 5 | Appendix 1 to 121.270 | EDTO Threshold times | **Amended text:** For a two turbine engined aircraft with a maximum approved passenger seating configuration of more than 19 seats ~~or a maximum take-off mass of 45,360kg or more~~: | Removal of 45,360kg limit, so that it is solely based upon Maximum Approved Passenger Seat Configuration. |

# Explanation of Proposed Changes for update of Issue 14 of OTAR Parts 91, 125, 135, 121 to Issue 15

| No. | OTAR Subpart(s) | Subpart Name | Change | Reason for Change |
|---|---|---|---|---|
| 6 | Appendix 1 to 121.270(1)&(2) | EDTO Threshold times | **Amended text:** For a two turbine engined aircraft with a maximum approved passenger seating configuration of 19 seats or less ~~maximum take-off mass of less than 45,360kg~~. | Removal of 45,360kg limit, so that it is solely based upon Maximum Approved Passenger Seat Configuration. |
| 7 | 121.705(d) | Emergency Locator Transmitter | **Amended text:** An aeroplane authorised to carry more than 19 passengers for which the first certificate of airworthiness, for that individual aeroplane, was issued after 1 July 2008 shall be equipped with an automatic ELT and: ~~at least two ELTs, one of which shall be automatic.~~ | ICAO Amendment for ELTs |
| 8 | 121.705(d)(1) | Emergency Locator Transmitter | **New text:** where compliance with 121.708 is not required, a second ELT of any type or a device compliant with 121.708. | ICAO Amendment for ELTs |
| 9 | 121.705(d)(2) | Emergency Locator Transmitter | **New text:** where compliance with 121.708 is not required, a second ELT of any type or a device compliant with 121.708. | ICAO Amendment for ELTs |
| 10 | 121.705(d)(3) | Emergency Locator Transmitter | **New text:** where compliance with 121.708 is not required, a second ELT of any type or a device compliant with 121.708. | ICAO Amendment for ELTs |

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| No. | OTAR Subpart(s) | Subpart Name | Change | Reason for Change |
|---|---|---|---|---|
| 11 | 91.750/755 & 125.750/755 & 135.750/755 & 121.750/755 | Flight recorders – flight data recorder (FDR) and alternatives | **Amended text:** There are numerous amendments to this section of the OTARs due to changes in how ICAO refers to flight data recorders (Type IV, V FDRs etc. no longer referred to as types of recorders, they are based upon how many parameters they record). This has also led to new Appendices G, H and I, which detail the parameters for such recorders. | ICAO Amendment for flight recorders. |
| 12 | 91.760 & 125.760/765 & 135.760/765 & 121.760/765 | Flight recorders – cockpit voice recorder (CVR) and cockpit audio recording system (CARS) | **Amended text**: There are numerous amendments for requirements for carriage of CVR/CARs. | ICAO Amendment for CVRs/CARs |
| 13 | 121.767 | Flight recorders – Flight crew-machine interface | **New Text:** All aeroplanes with a maximum take-off mass of over 27,000kg for which the application for a type certification is submitted to a contracting state on or after 1 January 2023 shall be equipped with a crash-protected flight recorder which shall record the information displayed to the flight crew from electronic displays, as well as the operation of switches and selectors by the flight crew as defined in Appendix G. | ICAO Amendment adding a requirement for new aircraft, type certificated after January 2023, to have recorders to record information displayed to the flight crew. |
| 14 | 135.770(h) & 121.770(f) | Ground Proximity Warning System | **New text:** The operator shall ensure that procedures are in place to ensure that terrain and obstacle data for the ground proximity warning system are updated. | ICAO Amendment regarding adding procedures for up to date terrain and obstacle data. |
| 15 | 125.800(a) | Electronic Flight Bags (EFBs) | **New text:** The operator may, with the approval of the Governor, operationally use EFBs. | ICAO Amendment, requiring Part 125 operators to obtain approval from the Governor in order to utilise EFBs. |

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| No. | OTAR Subpart(s) | Subpart Name | Change | Reason for Change |
|---|---|---|---|---|
| 16 | 121.805(a) | Runway Overrun Awareness and Alerting Systems (ROAAS) | **Amended Text:** All turbine-engined aeroplanes with a MTOM exceeding 5,700kg, for which the first certificate of airworthiness, for that individual aircraft, was issued on or after ~~1 January~~ 30th June 2026, shall be equipped with a runway overrun awareness and alerting (ROAAS). | Amendment of the applicability date, due to industry difficulties in meeting the original date. Date was delayed by 6 months by OTAC 121-28, which will be withdrawn upon publication of Issue 15 of OTAR 121. |
| 17 | 121.805 Note | Runway Overrun Awareness and Alerting Systems (ROAAS) | **Amended Text:** Note: An example of relevant g~~G~~uidance for related to ROAAS ~~design is contained~~ may be found in EUROCAE ED-250, Minimum Operational Performance Specifications (MOPS) for Runway Overrun Awareness and Alerting Systems (ROAAS), ~~or equivalent documents~~. | ICAO Amendment on guidance material. |
| 18 | 135.1135(e) & 121.1135 | Right hand seat / left hand seat checks | **New Text:** The validity period shall be 12 calendar months. | Amendment to give a 12 calendar month validity period for alternate pilot seating position checks. |

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| No. | OTAR Subpart(s) | Subpart Name | Change | Reason for Change |
|---|---|---|---|---|
| 19 | 125.1260(e), 135.1260(e) & 121.1260(e) | Operational flight plan | **New Text:**<br>**(e)** The operator shall ensure that the operational flight plan shall be submitted at least sixty minutes before departure, or, if submitted during flight, at a time that will ensure its receipt by the appropriate air traffic service unit at least ten minutes before the aircraft is estimated to reach:<br>1. the intended point of entry into the control area or advisory area; or<br>2. the intended point of entry into the control area or advisory area; or | Text added to bring it in line with ICAO Annex 2 Rules of the Air. |
| 20 | 125.1262, 135.1262 & 121.1262 | Arrival Reports | **New Text:**<br>(a) The operator shall ensure, that when required, an arrival report shall contain the following information:<br>1. aircraft identification;<br>2. departure aerodrome;<br>3. destination aerodrome - only in the case of a diversionary landing;<br>4. arrival aerodrome<br>5. Time of arrival; | Text added to bring it in line with ICAO Annex 2 Rules of the Air. |
| 21 | Appendix 1 to 121.1250: Part A, para 8.36(b) | Operations Manual - contents | **New Text:** Policy and Procedures for the use of ROAAS | **ICAO Amendment:** New requirement to include Policy and Procedures for ROAAS, if fitted. |
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