

Explanation of Proposed Changes for update of Issue 13 of OTAR Parts 91, 125, 135, 121 to Issue 14

No.	OTAR Subpart(s)	Subpart Name	Change	Reason for Change
1	91.85	Common Language	<p>Amendment to Language requirements for flight crew members:</p> <p>flight crew members demonstrate the ability to speak and understand the language used for aeronautical radiotelephony communications as to ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale. specified in ICAO Annex 1.</p> <p>Note 1: The ICAO Proficiency Rating Scale can be found in ICAO Annex 1, "Licensing", Attachment 1.</p> <p>Note 2: Details of ICAO SARPs for communications procedures may be found in ICAO Annex 10 Volume II, "Communications Procedures".</p>	ICAO Amendment to Annex text.
2	135.225 & 121.225	Use of aerodromes/operating sites	<p>Note 1: ICAO Annex 6 Part I Attachment K I contains guidance on assessing an acceptable level of RFFS protection at aerodromes.</p>	Change of ICAO Annex Reference from Attachment K to I.
3	135.240	Aerodrome	<p>For each alternate aerodrome, including for helicopters the heliport or landing location, the operator shall specify appropriate incremental values for height of cloud base and visibility to be added to the applicable aerodrome, heliport or landing location operating minima, in order to ensure that an adequate margin of safety is observed in determining whether or not an approach and landing can be safely carried out.</p>	ICAO Amendment 20-A to Annex 6 Pt III, para 2.3.5.3
4	135.270 & 121.270	Maximum distance to an en-route alternate aerodrome for aeroplanes without an EDTO approval	<p>Note: Guidance is contained in the Extended Diversion Time Operations Manual (Doc 10085).</p>	New note added, referring to Guidance available in ICAO Doc 10085.
5	121.340	Aircraft Tracking	<p>Note 1: Operational procedures for monitoring the aircraft tracking information are contained in PANS-OPS, Volume III, Section 10.</p> <p>Note 2: Oceanic area, for the purpose of 121.340, is airspace which overlies waters outside of the territory of a state.</p>	New Notes 1 & 2 added following ICAO Amendment 47 to Annex 6 Pt I para 3.5.3.

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6	121.340(b)	Aircraft Tracking	An operator shall establish procedures for the retention of aircraft tracking data to assist SAR in determining the last know position of the aircraft.	Annex 6 Pt I para 3.5.5.
7	91.355(c)(1)	Occupation of seats and wearing of restraints	is held by an adult who is occupying a seat or berth, provided the child is securely restrained by an approved child restraint device; or Note: This may include an item such as a 'supplementary loop belt' manufactured with the same techniques and the same materials as the approved safety belts.	Enhancement of requirement. The arms of an adult are not deemed adequate.
8	135.410(a)(1)	Meteorological conditions – IFR flight	an IFR flight does not take off unless current meteorological reports, or a combination of current reports and forecasts indicate that the meteorological conditions will at the estimated time of use at the aerodrome/heliport of intended landing or at each nominated alternate aerodrome/heliport be at or above the applicable aerodrome/heliport operating minima; and	Heliport added due to ICAO Amendment 20-A to Annex 6 Pt III para 2.3.5.2.
9	135.425(a) 121.425(a) & (b)	Approach and Landing conditions	Notwithstanding 91.425, the operator shall ensure that: an IFR flight does not continue beyond the point of in-flight re-planning unless current meteorological reports, or a combination of current reports and forecasts indicate that the meteorological conditions will at the estimated time of use at the aerodrome/heliport of intended landing or at each nominated alternate aerodrome/heliport be at or above the applicable aerodrome operating minima.	Annex 6 Pt III para 2.4.1.1. Added to include heliports.
10	135.425 (b) & 121.425(b)	Approach and landing conditions	The pilot-in-command shall report the runway braking action special air-report (AIREP) when the runway braking action is not as good as reported. Note: The procedures for making special air-reports are contained in PANS-ATM (Doc 4444), Chapter 4 and Appendix 1.	Annex 6 Pt I para 4.4.2.1

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11	121.708(1)	Aircraft in Distress	As of 1 January 2025, An aeroplane with a MTOM exceeding 27, 000 kg, for which the first certificate of airworthiness, for that individual aeroplane, was issued on or after 1 January 2023 4 , shall be equipped with;	Amendment, with paragraph changes, due to ICAO Amendment 48, which changes the implementation dates.
12	121.708(2)	Aircraft in Distress	The operator shall make position information of a flight in distress available to the appropriate authorities.	Annex 6 Pt I para 6.18.3
13	125.760(f)(4) & 121.760(f)(4)	Flight recorders – cockpit voice recorder (CVR) and cockpit audio recording system (CARS)	All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the first certificate of airworthiness, for that individual aeroplane, was issued on or after 1 January 202 1 2 shall be equipped with a CVR capable of retaining the information recorded during at least the last 25 hours of its operation.	Change of implementation date, due to ICAO Amendment to Annex 6 Pt I para 6.3.2.3.2 & Pt II 3.6.3.2.2.1.
14	125.800, 135.800 & 121.800	Electronic Flight Bags (EFBs)	EFBs do not affect the performance of the aeroplane aircraft systems, equipment or the ability to operate the aeroplane aircraft.	ICAO Amendment to include more than just aeroplanes.
15	121.805(a)	Runway Overrun Awareness and Alerting Systems (ROAAS)	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 2026, shall be equipped with a runway overrun awareness and alerting (ROAAS). Note: Guidance for ROAAS design is contained in EUROCAE ED-250, Minimum Operational Performance Specifications (MOPS) for Runway Overrun Awareness and Alerting Systems (ROAAS), or equivalent documents.	New Paragraph due to ICAO Amendment 47 Annex 6 Pt I para 6.26 and a new Standard for Runway Overrun Awareness and Alerting Systems (ROAAS).
16	135.955(8) & 121.955(8)	Security Training Programme	Aeroplane search procedures and guidance on least-risk bomb locations where practicable, including provision of means of attenuating and directing the blast.	Enhancing current requirement in line with Annex 6 Pt I.
17	Appendix 1 to 121.1250/135.1250	Operation Manual – contents Part B - AIRCRAFT OPERATING MATTERS – TYPE RELATED Para 5.3(d),	Note: Guidance on EDTO critical fuel planning can be found in the Flight Planning and Fuel Management Manual (Doc 9976) and in the Extended Diversion Time Operations Manual (Doc 10085)	Note added for guidance.