

references to § 91.175(l). The proposed changes in the RNAV NPRM are no longer being considered for adoption.

*Comparison of Current Rules and RNAV and EFVS Proposals (§§ 91.175, 121.651, 125.381, and 135.225)*

§ 91.175 Current Rule	RNAV Proposed Rule	EFVS Proposed Rule
<b>§ 91.175 Takeoff and landing under IFR.</b>	<b>§ 91.175 Takeoff and landing under IFR.</b>	<b>§ 91.175 Takeoff and landing under the IFR.</b>
<p>(c) <i>Operation below DH or MDA.</i> Where a DH or MDA is applicable, no pilot may operate an aircraft, except a military aircraft of the United States, at any airport below the authorized MDA or continue an approach below the authorized DH unless—</p> <p>(d) <i>Landing.</i> No pilot operating an aircraft, except a military aircraft of the United States, may land that aircraft, when the flight visibility is less than the visibility prescribed in the standard instrument approach procedure being used.</p> <p>(e) <i>Missed approach procedures.</i> Each pilot operating an aircraft, except a military aircraft of the United States, shall immediately execute an appropriate missed approach procedure when either of the following conditions exist:</p> <p>(l) Whenever the requirements of paragraph (c) of this section are not met at either of the following times:</p> <p>(i) When the aircraft is being operated below MDA; or</p> <p>(ii) Upon arrival at the missed approach point, including a DH where a DH is specified and its use is required, and at any time after that until touchdown.</p>	<p>(c) <i>Operation below DA/DH or MDA.</i> Where a DA/DH or MDA is applicable, no pilot may operate an aircraft, except military aircraft of the United States, at any airport below the authorized MDA or continue an approach below the authorized DA/DH unless—</p> <p>(e) * * *</p> <p>(l) * * *</p> <p>(ii) Upon arrival at the missed approach point, including a DA/DH where a DA/DH is specified and its use is required, and at any time after that until touchdown.</p> <p>* * * * *</p> <p>(e) * * *</p> <p>(l) * * *</p> <p>(i) When the aircraft is being operated below MDA; or</p> <p>(ii) Upon arrival at the missed approach point, including a DH where a DH is specified and its use is required, and at any time after that until touchdown.</p>	<p>(c) <i>Operation below DA, DH or MDA.</i> Except as provided in paragraph (1) of this section, where a DA, DH or MDA is applicable, no pilot may operate an aircraft, except a military aircraft of the United States, at any airport below the authorized MDA or continue an approach below the authorized DA/DH unless—</p> <p>(d) Landing. No pilot operating an aircraft, except a military aircraft of the United States, may land that aircraft when—</p> <p>(1) For operations conducted under paragraph (l) of this section, the requirements of (l)(4) of this section are not met; or</p> <p>(2) For all other part 91 operations and parts 121, 125, 129, and 135 operations, the flight visibility is less than the visibility prescribed in the standard instrument approach procedure being used.</p> <p>(e) * * *</p> <p>(1) Whenever operating an aircraft pilot operating pursuant to paragraph (c) or (1) of this section and the requirements of that paragraph are not met at either of the following times:</p> <p>(l) <i>Approach to straight-in landing may land that approach operations below DA, DH, or MDA using an enhanced flight vision system (EFVS).</i> No pilot operating under this section or §§ 121.651, 125.381, and 135.225 of this chapter may operate an aircraft at any airport at any airport below the authorized MDA or continue an approach below the authorized DA or DH and land unless—</p> <p>(1) The aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal maneuvers, and, for operations conducted under part 121 or part 135 of this chapter, the descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing;</p> <p>(2) The pilot determines that the enhanced flight visibility observed by use of a certified enhanced flight vision system is not less than the visibility prescribed in the standard instrument approach procedure being used;</p> <p>(3) The following visual references for the intended runway are distinctly visible and identifiable to the pilot using the enhanced flight vision system:</p> <p>(i) The approach light system (if installed); or</p> <p>(ii) The runway threshold and the touchdown zone;</p>