

§ 91.175 Current Rule	RNAV Proposed Rule	EFVS Proposed Rule
		<p>(4) At 100 feet above the touchdown zone elevation of the runway of intended landing and below that altitude, the flight visibility must be sufficient for the following to be distinctly visible and identifiable to the pilot without reliance on the enhanced flight vision system to continue to a landing:</p> <p>(i) The lights or markings of the threshold; or</p> <p>(ii) The lights or markings of the touchdown zone;</p> <p>(5) The pilot(s) is qualified to use an EFVS as follows:</p> <p>(i) For parts 119 and 125 certificate holders, the applicable training, testing and qualifications provisions of parts 121, 125 and 135 of this chapter;</p> <p>(ii) For foreign persons, in accordance with the requirements of the requirements of the civil aviation authority of the State of the operator; or</p> <p>(iii) For persons conducting any other operation, in accordance with the applicable qualification and proficiency requirements of part 61 of this chapter and the operating limitations specified in the approved Airplane or Rotorcraft Flight Manual;</p> <p>(6) For parts 119 and 125 certificate holders, their operations specifications authorize use of EFVS; and</p> <p>(7) The aircraft is equipped with, and the pilot uses, an enhanced flight vision system, the display of which is suitable for maneuvering the aircraft and his either an FAA type design approval or, for a foreign-registered aircraft, the EFVS is of a type design approved by the United States and complies with all of the requirements of this chapter that would be applicable to that aircraft were it registered in the United States, including the requirements for a U.S. standard airworthiness certificate.</p> <p>(m) For purposes of this section, "enhanced flight vision system" (EFVS) is an installed airborne system comprised of the following features and characteristics:</p> <p>(1) An electronic means to provide a display of the forward external scene topography (natural or manmade features of a place or region especially in a way to show their relative positions and elevation) through the use of imaging sensors, such as a forward-looking infrared, millimeter wave radiometry, millimeter wave radar, and low-light level image intensifying;</p> <p>(2) The EFVS sensor imagery and aircraft flight symbology (i.e. at least airspeed, vertical speed, aircraft attitude, heading, altitude) are presented on a head-up display so that they are clearly visible to the pilot flying in his or her normal position and line of vision and looking forward along the flight path;</p> <p>(3) The displayed imagery and aircraft flight symbology does not adversely obscure the pilot's outside view or field of view through the cockpit window;</p> <p>(4) The EFVS includes the display element, sensors, computers and power supplies, indications, and controls. It may receive inputs from an airborne navigation system or flight guidance system; and</p> <p>(5) The display characteristics and dynamics are suitable for manual control of the aircraft.</p>
§ 121.651 Current Rule	RNAV Proposed Rule	EFVS Proposed Rule
§ 121.651 Takeoff and landing weather minimums: IFR: All certificate holders.	§ 121.651 Amended	§ 121.651 Takeoff and landing weather minimums: IFR: All certificate holders.