

§ 121.651 Current Rule	RNAV Proposed Rule	EFVS Proposed Rule
<p>(c) If a pilot has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if—</p> <p>(d) A pilot may begin the final approach segment of an instrument approach procedure other than a Category II or Category III procedure at an airport when the visibility is less than the visibility minimums prescribed for that procedure if that airport is served by a operative ILS and an operative PAR, and both are used by the pilot. However, no pilot may operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless—</p>	<p>(c) In paragraph (c), replace the term "DH" with the term "DA/DH" wherever it appears.</p> <p>(d) A pilot may begin the final approach segment of a Category I precision approach procedure at an airport when the visibility is less than the visibility minimums prescribed for that procedure if that airport is served by an operative PAR and another operative precision instrument approach system, and both the PAR and the precision approach are used by the pilot. However, no person may continue an approach below the authorized DA, unless—</p>	<p>(c) If a pilot has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section, and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DA/DH or MDA. Upon reach DA/DH, or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DA/DH or MDA if either the requirements of § 91.175(l) of this chapter, or the following requirements are met:</p> <p>(d) A pilot may begin the final approach segment of a Category I precision approach procedure at an airport when the visibility is less than the visibility minimums prescribed for that procedure if that airport is served by an operative PAR and another operative precision instrument approach system, and both the PAR and the precision approach are used by the pilot. However, no person may continue an approach below the authorized DA unless the requirements of § 91.175(l) of this chapter, or the following requirements are met:</p>

§ 125.381 Current Rule	RNAV Proposed Rule	EFVS Proposed Rule
<p>§ 125.381 Takeoff and landing weather minimums: IFR.</p> <p>(c) If a pilot initiates an instrument approach procedure when the latest weather report indicates that the specified visibility minimums exist, and a later weather report indicating below minimums conditions is received after the airplane—</p> <p>(1) Is on an ILS final approach and has passed the outer marker,</p> <p>(2) Is on final approach segment using a nonprecision approach procedure, or</p> <p>(3) Is on PAR final approach and has been turned over to the final approach controller, the approach may be continued and a landing may be made if the pilot in command finds, upon reaching the authorized MAP or HD, that actual weather conditions are at least equal to the minimums prescribed in the operations specifications.</p>	<p>§ 125.381 Takeoff and landing weather minimums: IFR.</p> <p>(c) If a pilot initiates an instrument approach procedure based on a weather report that indicates that the specified visibility minimums exist and subsequently receives another weather report that indicates that conditions have worsened to below the minimum requirements, then the pilot may continue with the approach and landing only if both of the following conditions are met—</p> <p>(1) The later weather report is received when the airplane is in one of the following landing phases:</p> <p>(i) The airplane is on a precision approach or APV and has passed the precision final approach fix.</p> <p>(ii) The airplane is on the final approach segment using a nonprecision approach procedure.</p> <p>(iii) The airplane is on a PAR final approach and has been turned over to the final approach controller.</p> <p>(2) The pilot in command finds, on reaching the authorized MAP or DA/DH, that the actual weather conditions are at or above the minimums prescribed in the certificate holders' operations specifications.</p>	<p>§ 125.381 Takeoff and landing weather minimums: IFR.</p> <p>(c) If a pilot initiates an instrument approach procedure based on a weather report that indicates that the specified visibility minimums exist and subsequently receives another weather report that indicates that conditions are below the minimum requirements, then the pilot may continue with the approach only if, the requirement of § 91.175(l) of this chapter, or both of the following conditions are met—</p> <p>(1) The later weather report is received when the airplane is in one of the following approach phases:</p> <p>(i) The airplane is on a precision or APV approach and has passed the precision final approach fix;</p> <p>(ii) The airplane is on an ASR or PAR final approach and has been turned over to the final approach controller; or</p> <p>(iii) The airplane is on a nonprecision final approach and the airplane—</p> <p>(A) Has passed the appropriate facility or final approach fix; or</p> <p>(B) Where a final approach fix is not specified, has completed the procedure turn and is established inbound toward the airport on the final approach course within the distance prescribed in the procedure; and</p> <p>(2) The pilot in command finds, on reaching the authorized MDA, or DA/DH, that the actual weather conditions are at or above the minimums prescribed for the procedure being used.</p>