

than one pilot crewmember at night, unless that person has complied with the requirements of paragraph (a) of this section at night.

(c) *Recent instrument experience.*

Except as provided in paragraph (e) of this section, no person may act as pilot in command under IFR or in weather conditions less than the minimums prescribed for VFR, unless that person has met the following requirements within the preceding 6 calendar months:

(1) To obtain instrument experience in an aircraft (other than a glider), that person has performed and logged—

- (i) At least six instrument approaches;
- (ii) Holding procedures;
- (iii) Intercepting and tracking VOR radials and NDB bearings;
- (iv) Recovery from unusual flight altitudes; and
- (v) Flight by reference to instruments.

(2) The instrument experience requirements of paragraph (d)(1) of this section must have been logged in an aircraft that is not a glider, and performed in—

- (i) Actual flight, appropriate to the category of aircraft for the instrument privileges sought; or
- (ii) An approved flight simulator or flight training device that is representative of the aircraft category for the instrument privileges sought.

(3) If the person does not carry passengers and if the instrument recency experience is in a glider, that person must have performed and logged at least—

- (i) Three hours of instrument time in actual flight of which 1.5 hours may be acquired in a single-engine airplane or a glider; or
- (ii) Three hours of instrument time must have been in a glider.

(d) *Instrument proficiency check.*

Except as provided by paragraph (e) of this section, a person who does not meet the recent instrument requirements of paragraph (d) of this section within the prescribed time or within 6 calendar months after the prescribed time, may not serve as pilot in command under IFR or in weather conditions less than the minimums prescribed for VFR until that person satisfactorily accomplishes an instrument proficiency check:

(1) Consisting of a representative number of tasks required by the instrument rating practical test, and the check must be—

- (i) In an aircraft that is appropriate to the aircraft category and instrument privileges sought;
- (ii) In an approved flight simulator or flight training device that is representative of the aircraft category (other than a glider) for which instrument privileges sought; or

(iii) For a glider, in a single-engine airplane or a glider.

(2) Given by one of the following persons—

- (i) An examiner;
- (ii) A person authorized by the U.S. Armed Forces to conduct instrument flight tests, provided the person being tested is a member of the U.S. Armed Forces;

(iii) A company check pilot who is authorized to conduct instrument flight tests under part 121, 125, or 135 of this chapter, and provided that both the check pilot and the pilot being tested are employees of that operator;

(iv) An instrument flight instructor who holds the appropriate instrument instructor rating for the class of aircraft in which the check is being conducted; or

(v) A person approved by the Administrator to conduct instrument practical tests.

(e) *Exceptions.*

(1) Paragraphs (a) and (b) of this section do not apply to a pilot in command that is employed by a part 125 operator and is engaged in a flight operation for that certificate holder.

(2) This section does not apply to a pilot in command that is employed by a part 121 or part 135 operator and is engaged in a flight operation for that certificate holder.

**§ 61.58 Pilot-in-command proficiency check: Operation of aircraft requiring more than one required pilot.**

(a) Except as provided in paragraph (e) of this section, no person may act as pilot in command of an aircraft that is type certificated for more than one required pilot crewmember unless the proficiency checks prescribed in paragraphs (b) and (c) of this section are satisfactorily accomplished.

(b) Within 12-calendar months preceding the month the person acts as pilot in command of an aircraft that is type certificated for more than one required pilot crewmember that person must have accomplished one of the following:

(1) For an airplane, a proficiency check—

- (i) In that airplane type, or in a flight simulator or flight training device that is representative of that type of airplane;
- (ii) Given to that person by an examiner; and

(iii) Consisting of those areas of operations that are appropriate to the standards required of an airline transport pilot certificate for that airplane class rating.

(2) For other aircraft, a proficiency check—

(i) In that aircraft type, or in a flight simulator or flight training device that is representative of that type of aircraft;

(ii) Given to that person by an examiner; and

(iii) Consisting of those areas of operations that are appropriate to the standards required of an airline transport pilot certificate for that aircraft category and class rating.

(3) A pilot in command proficiency check given to that person in accordance with part 121, 123, 125, or 135 of this chapter.

(4) A practical test required for an aircraft type rating.

(5) An initial or periodic proficiency check for the issuance of an examiner or check airman designation.

(6) A military proficiency check required for pilot in command and instrument privileges in an aircraft which the military requires to be operated by more than one pilot.

(c) Except as provided in paragraph (d) of this section, within 24-calendar months preceding the month the person acts as pilot in command of an aircraft that is type certificated for more than one required pilot crewmember, that person must have accomplished one of the following proficiency checks in the particular type of aircraft in which the person is to serve as pilot in command:

(1) A proficiency check—

(i) In that aircraft type, or in a flight simulator or flight training device that is representative of that type of aircraft;

(ii) Given to that person by an examiner; and

(iii) Consisting of those areas of operations that are appropriate to the standards required of an airline transport pilot certificate for that aircraft category and class rating.

(2) A pilot in command proficiency check given to that person in accordance with part 121, 123, 125, or 135 of this chapter;

(3) A practical test required for an aircraft type rating;

(4) An initial or periodic proficiency check for the issuance of a pilot examiner or check airman designation; or

(5) A military proficiency check required for pilot in command and instrument privileges in an aircraft which the military requires to be operated by more than one pilot.

(d) For airplanes, the maneuvers and procedures required for the checks and test prescribed in paragraphs (c) (1), (2), (4), and (5) of this section, and paragraph (c)(3) of this section for type ratings obtained in conjunction with part 121 of this chapter, training programs may be performed in a flight simulator or flight training device if the: