over the 12 months commencing with
the beginning of the reporting period;
(3) The area, as specified in the cer-
tificate holder’s operations specifi-
cations, is an isolated area, as deter-
mined by the Flight Standards district
office, if it is shown that—
(i) The primary means of navigation
in the area is by pilotage, since radio
navigational aids are largely ineffect-
tive; and
(ii) The primary means of transpor-
tation in the area is by air;
(4) Each flight is conducted under
day VFR with a ceiling of not less than
1,000 feet and visibility not less than 3
statute miles;
(5) Weather reports or forecasts, or
any combination of them, indicate that
for the period commencing with the
planned departure and ending 30 min-
utes after the planned arrival at the
destination the flight may be con-
ducted under VFR with a ceiling of not
less than 1,000 feet and visibility of not
less than 3 statute miles, except that if
weather reports and forecasts are not
available, the pilot in command may
use that pilot’s observations or those
of other persons competent to supply
weather observations if those observa-
tions indicate the flight may be con-
ducted under VFR with the ceiling and
visibility required in this paragraph;
(6) The distance of each flight from
the certificate holder’s base of oper-
ation to destination does not exceed 250
nautical miles for a pilot who holds a
commercial pilot certificate with an
airplane rating without an instrument
rating, provided the pilot’s certificate
does not contain any limitation to the
contrary; and
(7) The areas to be flown are ap-
proved by the certificate-holding FAA
Flight Standards district office and are
listed in the certificate holder’s oper-
ations specifications.
§ 135.244 Operating experience.
(a) No certificate holder may use any
person, nor may any person serve, as a
pilot in command of an aircraft oper-
ated in a commuter operation, as de-
fined in part 119 of this chapter unless
that person has completed, prior to
designation as pilot in command, on
that make and basic model aircraft and
in that crewmember position, the fol-
lowing operating experience in each
make and basic model of aircraft to be
flown:
(1) Aircraft, single engine—10 hours.
(2) Aircraft multiengine, recipro-
cating engine-powered—15 hours.
(3) Aircraft multiengine, turbine en-
gine-powered—20 hours.
(4) Airplane, turbojet-powered—25
hours.
(b) In acquiring the operating experi-
ence, each person must comply with
the following:
(1) The operating experience must be
acquired after satisfactory completion
of the appropriate ground and flight
training for the aircraft and crew-
member position. Approved provisions
for the operating experience must be
included in the certificate holder’s
training program.
(2) The experience must be acquired
in flight during commuter passenger-
carrying operations under this part.
However, in the case of an aircraft not
previously used by the certificate hold-
er in operations under this part, oper-
ating experience acquired in the air-
craft during proving flights or ferry
flights may be used to meet this re-
quirement.
(3) Each person must acquire the op-
erating experience while performing
the duties of a pilot in command under
the supervision of a qualified check
pilot.
(4) The hours of operating experience
may be reduced to not less than 50 per-
cent of the hours required by this sec-
tion by the substitution of one addi-
tional takeoff and landing for each
hour of flight.
§ 135.245 Second in command quali-
fications.
(a) Except as provided in paragraph
(b), no certificate holder may use any
person, nor may any person serve, as
§ 135.247 Pilot qualifications: Recent experience.

(a) No certificate holder may use any person, nor may any person serve, as pilot in command of an aircraft carrying passengers unless, within the preceding 90 days, that person has—

(1) Made three takeoffs and three landings as the sole manipulator of the flight controls in an aircraft of the same category and class and, if a type rating is required, of the same type in which that person is to serve; or

(2) For operation during the period beginning 1 hour after sunset and ending 1 hour before sunrise (as published in the Air Almanac), made three takeoffs and three landings during that period as the sole manipulator of the flight controls in an aircraft of the same category and class and, if a type rating is required, of the same type in which that person is to serve.

A person who complies with paragraph (a)(2) of this section need not comply with paragraph (a)(1) of this section.

(b) Paragraph (a)(2) of this section does not apply to a pilot in command of a turbine-powered airplane that is type certificated for more than one pilot crewmember, provided that pilot has complied with the requirements of paragraph (a)(3)(i) or (ii) of this section:

(i) The pilot in command must hold at least a commercial pilot certificate with the appropriate category, class, and type rating for each airplane that is type certificated for more than one pilot crewmember that the pilot seeks to operate under this alternative, and:

(A) That pilot must have logged at least 1,500 hours of aeronautical experience as a pilot;

(B) In each airplane that is type certificated for more than one pilot crewmember that the pilot seeks to operate under this alternative, that pilot must have accomplished and logged the daytime takeoff and landing recent flight experience of paragraph (a) of this section, as the sole manipulator of the flight controls;

(C) Within the preceding 90 days prior to the operation of that airplane that is type certificated for more than one pilot crewmember, the pilot must have accomplished and logged at least 15 hours of flight time in the type of airplane that the pilot seeks to operate under this alternative; and

(D) That pilot has accomplished and logged at least 3 takeoffs and 3 landings to a full stop, as the sole manipulator of the flight controls, in a turbine-powered airplane that requires more than one pilot crewmember. The pilot must have performed the takeoffs and landings during the period beginning 1 hour after sunset and ending 1 hour before sunrise within the preceding 6 months prior to the month of the flight.

(ii) The pilot in command must hold at least a commercial pilot certificate with the appropriate category, class, and type rating for each airplane that is type certificated for more than one pilot crewmember that the pilot seeks to operate under this alternative, and:

(A) That pilot must have logged at least 1,500 hours of aeronautical experience as a pilot;

(B) In each airplane that is type certificated for more than one pilot crewmember that the pilot seeks to operate under this alternative, that pilot must have accomplished and logged the daytime takeoff and landing recent flight experience of paragraph (a) of this section, as the sole manipulator of the flight controls;

(C) Within the preceding 90 days prior to the operation of that airplane that is type certificated for more than one pilot crewmember, the pilot must have accomplished and logged at least 15 hours of flight time in the type of airplane that the pilot seeks to operate under this alternative; and