

The CARs don't actually specify AND or OR between options 1) and 2) shown here. The intent is that you can satisfy the recency requirement by any of the methods shown below, so it should read "OR". See the example at the bottom of the page to see how this regulation could be applied.

Instrument pilots have additional recency requirements in order to be able to use their instrument rating (CAR 401.05 (3))

1 You must have passed an instrument flight test in the group of aircraft that you want the rating to be valid within the last 12 months

OR

2 In the last 6 months you must have completed 6 hours of instrument time and 6 instrument approaches to minimums in actual or simulated IMC. You can easily remember this as the 6-6-6 rule

OR

3 If you have completed a Pilot Proficiency Check that included the necessary instrument procedures (as defined in the CARs) and it is still valid, then you are considered to have met the recency requirement

NOTE: If you are giving instruction towards the instrument rating, you can count that flight time and any approaches to minimums that you do towards the 6 month recency requirement as well

EXAMPLE:

If you passed an instrument flight test 11 months ago, but haven't flown in those 11 months, then you are still considered to have met the recency requirements. Once you pass the 12 month mark since the flight test, then you must have met the 6 month "6-6-6" rule to meet the recency requirements.

As always, if you haven't flown in a while then it is a good idea to get some practice or dual instruction before flying hard IFR.