What’s at Issue
The Federal Aviation Administration (FAA) has released a final rule that permits the carriage of passengers in piston- and turbine-powered single-engine aircraft in instrument meteorological conditions (IMC) under Federal Aviation Regulation (FAR) Part 135.

Why It’s Important
The final rule allows on-demand air charter companies to take advantage of the instrument flight rules (IFR) environment with single-engine, passenger-carrying aircraft. The major cause of accidents for single-engine FAR Part 135 aircraft is controlled flight into terrain (CFIT).

Major Provisions
The new rule, published in today’s Federal Register, outlines the equipment and operational upgrades necessary to comply with single-engine IFR (SEIFR). These include:

Aircraft systems modifications:
- Each aircraft must have two independent electrical power generating sources each capable of supplying all probable combinations of continuous in-flight electrical loads for required instruments and equipment;
  OR
- In addition to the primary electrical power generating source, a standby battery or an alternate source of electric power that is capable of supplying 150% of the electrical loads of all required instruments and equipment necessary for safe emergency operation of the aircraft for at least one hour.
- Each aircraft must have two independent sources of energy (with means of selecting either), of which at least one is an engine-driven pump or generator, each able to drive all gyroscopic instruments and installed so that failure of one instrument or source does not interfere with the energy supply to the remaining instruments or other energy source. For single-engine all-cargo operations only, the rate-of-turn indicator need only have a separate energy source separate from the bank and pitch and direction indicators.

Operational requirements:
- The aircraft’s maintenance program must incorporate either the manufacturer’s recommended engine trend monitoring program, that includes oil analysis, if appropriate, or an FAA-approved engine trend monitoring program that includes an oil analysis at each 100-hour interval or the manufacturer’s suggested interval, whichever is more frequent. The certificate holder must maintain a record of the results from the trend monitoring programs in the engine maintenance records.

OVER…
Certificate holders requiring SEIFR authorization must meet all existing requirements for IFR operations, including those for equipment (i.e.: vertical speed indicator, free-air temperature indicator, heated pitot tube, marker beacon receiver), crew (a second pilot or autopilot), pilot training and testing (proficiency check every six months), and pilot experience (1,200 hours).

**NATA Position**
NATA strongly endorses the release of SEIFR by the FAA. The Association is pleased that the FAA has addressed the concerns of the Part 135 industry by allowing this important new authority. Additionally, this rule allows single-engine aircraft operators to better utilize aircraft and to develop new or expand existing businesses.

**Status**
SEIFR takes effect on May 3, 1998. However, the FAA is releasing a new Special Federal Aviation Regulation (SFAR) Number 81 that allows operators who can meet the requirements of the rule to begin SEIFR operations prior to the effective date of the rule (May 3, 1998). SFAR 81 is scheduled for release within 60 days. For a copy of the final rule, contact NATA at 800-808-6282 or visit the Federal Register homepage at [http://www.access.gpo.gov/su_docs](http://www.access.gpo.gov/su_docs).

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