



# DEFINING A "SOLE INDIVIDUAL" ORGANIZATION

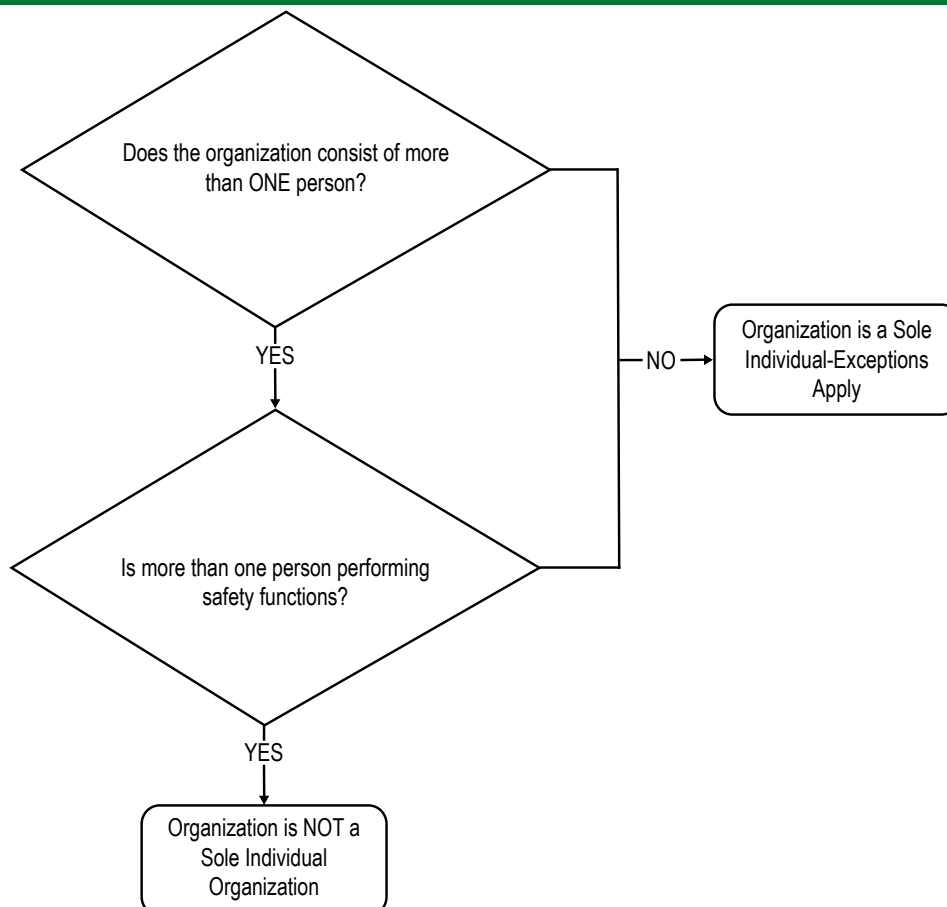


A sole individual is an organization in which one person performs all the necessary functions to conduct and support its operations safely.

If an aviation organization consists of one person responsible for necessary functions relating to or in direct support of the safe operation of the product or service, then in this context, the organization is considered a sole individual. Administrative tasks like payroll or human resources are not pertinent to operating safely.

If any of the safety functions are conducted by more than one person, then the organization would not be considered a "Sole Individual" organization, and the exceptions would not apply.

*"Is there more than one person performing functions in the organization that could affect the safe operation of the product or service?"*



**Source Basis:**

- 14 CFR Part 5,
- 8900.1, V.17, Ch 1, Sec. 2 and;
- AC 120-92D



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## Sole Individual vs Other Than Sole Individual

### Commercial Air Tour (Part 91.147)

Sole Individual:	Other than Sole Individual:
The person is both the business owner and the pilot. The organization has no other pilots, mechanics employed — all flight and safety related decisions are made by sole individual.	The person is both the business owner and the pilot. However, at times the organization contracts another company to handle passenger loading and prepare the load manifest.

### Part 135 Operator

Sole Individual:	Other than Sole Individual:
A pilot holds a Part 135 certificate to operate a 9-seat King Air for on-demand charter. The organization has no other pilots, mechanics, or dispatchers employed — all flight and safety related decisions are made by sole individual.	A pilot holds a Part 135 certificate to operate a 9-seat King Air for on-demand charter. However, during peak seasons there are times when a dispatcher is contracted.

### Part 145 Repair Station (SMSVP)

Sole Individual:	Other than Sole Individual:
The person is both the business owner and the certificated individual for approval for return to service. The organization has no other mechanics, or others employed — all safety related decisions are made by sole individual.	The person is both the business owner and the certificated individual for approval for return to service. However, there are times when a mechanic is contracted to help.