

(i) Whether a special flight permit under FAR part 21.199 or a special flight authorization under FAR part 91.715 is required for the flight;

(j) A copy of the contract for noise abatement retrofit equipment, if appropriate; and

(k) Any other information or documentation requested by the Director, Office of Environment and Energy, as necessary to determine whether the application should be approved.

4. The Special Federal Aviation Regulation terminates on December 31, 1999, unless sooner rescinded or superseded.

[58 FR 31641, June 3, 1993; Amdt. 91-232, 58 FR 62035, Nov. 24, 1993]

**SPECIAL FEDERAL AVIATION REGULATION  
NO. 65-1—PROHIBITION AGAINST CERTAIN FLIGHTS BETWEEN THE UNITED STATES AND LIBYA**

1. *Applicability.* This Special Federal Aviation Regulation (SFAR) No. 65-1 applies to all aircraft operations originating from, landing in, or overflying the territory of the United States.

2. *Special flight restrictions.* Except as provided in paragraphs 3 and 4 of this SFAR No. 65-1—

(a) No person shall operate an aircraft on a flight to any point in Libya, or to any intermediate point on a flight where the ultimate destination is any point in Libya or that includes a landing at any point in Libya in its intended itinerary, from any point in the United States;

(b) No person shall operate an aircraft on a flight to any point in the United States from any point in Libya, or from any intermediate point on a flight where the origin is in Libya, or from any point on a flight which includes a departure from any point in Libya in its intended itinerary; or

(c) No person shall operate an aircraft over the territory of the United States if that aircraft's flight itinerary includes any landing at or departure from any point in Libya.

3. *Permitted operations.* This SFAR shall not prohibit the flight operations between the United States and Libya described in section 2 of this SFAR by an aircraft authorized to conduct such operations by the United States Government in consultation with the committee established by UN Security Council Resolution 748 (1992), as affirmed by UN Security Council Resolution 883 (1993).

4. *Emergency situations.* In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR 121.557, 121.559, or 135.19, each person who deviates from this

rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations or the aircraft involved in the deviation, including a description of the deviation and the reasons therefor.

5. *Duration.* This SFAR No. 65-1 shall remain in effect until further notice.

[SFAR 65-1, 60 FR 48644, Sept. 20, 1995]

**SPECIAL FEDERAL AVIATION REGULATION  
NO. 66-2—PROHIBITION AGAINST CERTAIN FLIGHTS BETWEEN THE UNITED STATES AND THE FEDERAL REPUBLIC OF YUGOSLAVIA (SERBIA AND MONTENEGRO)**

1. *Applicability.* This Special Federal Aviation Regulation (SFAR) applies to all aircraft operations originating from, destined to land in, or overflying the territory of the United States.

2. *Special flight restrictions.* Except as provided in paragraphs 3 and 4 of this SFAR No. 66-2—

(a) No person shall operate an aircraft from any point in the United States to any point in the Federal Republic of Yugoslavia (Serbia and Montenegro) (hereinafter "Serbia and Montenegro"), a flight having any intermediate or ultimate destination in Serbia and Montenegro, or a flight that includes a landing at any point in Serbia and Montenegro in its intended itinerary;

(b) No person shall operate an aircraft to any point in the United States from any point in Serbia and Montenegro, or a flight from any intermediate point of departure where the origin of the flight is in Serbia and Montenegro, or a flight that includes a departure from any point in Serbia and Montenegro in its intended itinerary; or

(c) No person shall operate an aircraft over the territory of the United States if that aircraft's flight itinerary includes any landing at or departure from any point in Serbia and Montenegro.

3. *Permitted operations.* This SFAR shall not prohibit the flight operations between the United States, Serbia and Montenegro described in section 2 of this SFAR by an aircraft authorized to conduct such operations by the United States Government.

4. *Emergency situations.* In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Any deviation required by an emergency shall be reported as soon as possible to the air traffic control facility having jurisdiction.

**Pt. 91, SFAR No. 67**

5. *Expiration.* This Special Federal Aviation Regulation expires June 2, 1997.

[SFAR 66-2, 60 FR 28477, May 31, 1995]

EFFECTIVE DATE NOTE: By Doc. No. 26903, 61 FR 631, Jan. 9, 1996, Special Federal Aviation Regulation 66-2 was suspended indefinitely.

**SPECIAL FEDERAL AVIATION REGULATION  
NO. 67—PROHIBITION AGAINST  
CETRAIN FLIGHTS WITHIN THE TER-  
RITORY AND AIRSPACE OF AFGHANI-  
STAN**

1. *Applicability.* This rule applies to all U.S. air carriers and commercial operators, all persons exercising the privileges of an airman certificate issued by the FAA, and all operators using aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

2. *Flight prohibition.* Except as provided in paragraph 3 and 4 of this SFAR, no person described in paragraph 1 may conduct flight operations within the territory and airspace of Afghanistan.

3. *Permitted operations.* This SFAR does not prohibit persons described in paragraph 1 from conducting flight operations within the territory and airspace of Afghanistan where such operations are authorized either by exemption issued by the Administrator or by another agency of the United States Government with the approval of the FAA.

4. *Emergency situations.* In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR 121.557, 121.559, or 135.19, each person who deviated from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal Holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefor.

5. *Expiration.* This Special Federal Aviation Regulation remains in effect until May 10, 2000.

[SFAR 67, 59 FR 25283, May 13, 1994, as amended by 60 FR 25981, May 15, 1995; 61 FR 24431, May 14, 1996; 62 FR 26892, May 15, 1997; 63 FR 26687, May 13, 1998; 63 FR 45659, Aug. 26, 1998]

**14 CFR Ch. I (1-1-01 Edition)**

**SPECIAL FEDERAL AVIATION REGULATION  
NO. 71—SPECIAL OPERATING RULES  
FOR AIR TOUR OPERATORS IN THE  
STATE OF HAWAII**

*Section 1. Applicability.* This Special Federal Aviation Regulation prescribes operating rules for airplane and helicopter visual flight rules air tour flights conducted in the State of Hawaii under 14 CFR parts 91, 121, and 135. This rule does not apply to:

(a) Operations conducted under 14 CFR part 121 in airplanes with a passenger seating configuration of more than 30 seats or a payload capacity of more than 7,500 pounds.

(b) Flights conducted in gliders or hot air balloons.

*Section 2. Definitions.* For the purposes of this SFAR:

“Air tour” means any sightseeing flight conducted under visual flight rules in an airplane or helicopter for compensation or hire.

“Air tour operator” means any person who conducts an air tour.

*Section 3. Helicopter flotation equipment.* No person may conduct an air tour in Hawaii in a single-engine helicopter beyond the shore of any island, regardless of whether the helicopter is within gliding distance of the shore, unless:

(a) The helicopter is amphibious or is equipped with floats adequate to accomplish a safe emergency ditching and approved flotation gear is easily accessible for each occupant; or

(b) Each person on board the helicopter is wearing approved flotation gear.

*Section 4. Helicopter performance plan.* Each operator must complete a performance plan before each helicopter air tour flight. The performance plan must be based on the information in the Rotorcraft Flight Manual (RFM), considering the maximum density altitude for which the operation is planned for the flight to determine the following:

(a) Maximum gross weight and center of gravity (CG) limitations for hovering in ground effect;

(b) Maximum gross weight and CG limitations for hovering out of ground effect; and,

(c) Maximum combination of weight, altitude, and temperature for which height-velocity information in the RFM is valid.

The pilot in command (PIC) must comply with the performance plan.

*Section 5. Helicopter operating limitations.* Except for approach to and transition from a hover, the PIC shall operate the helicopter at a combination of height and forward speed (including hover) that would permit a safe landing in event of engine power loss, in accordance with the height-speed envelope for