ID Legislation	Section	Year	Offence	Proviso	Liability	Court	Fine	Applicability	FMP	Dis	Stop	EU	VMP	CN	RN
T T			Carrying on or having loaded onto an aircraft		· ·			,							
Air Navigation (Dangerous			dangerous goods without and other than in						ı İ						
1 Goods) Regulations	112(1)	2002	compliance with CAA approval.			SO	L5	Not Suitable for Civil Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
									ı İ						
			Delivering or causing to be delivered for carriage in						ı İ						
			an aircraft or taking or causing to be taken on board on aircraft any dangerous goods which he knows or												
Air Navigation (Dangerous			ought to know or suspect to be goods capable of	5(2): Not applicable to certain DG specified in											
2 Goods) Regulations	5(1)(a)	2002		Tis and carried subject to Reg 5(3).		TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
	-, ,,-,		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,												
			Failing to provide ground staff and crew [and, 6(1)(b)						ı İ						
			handling agent where applicable] of an aircraft flying						ı İ						
			for the purposes of public transport with information						ı İ						
Air Navigation (Dangerous	(4)()		so that they can carry out their responsibilities in						ıl						
3 Goods) Regulations	(1)(a)	2002	regard to the carriage of DG. Failing to ensure that the commander of an aircraft		Operator.			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Air Navigation (Dangerous			in which dangerous goods are to be carried is						ı İ						
4 Goods) Regulations	6(2)	2002	provided with information.		Operator.			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	-(-)		Failing to notify the CAA without delay of any												
Air Navigation (Dangerous			dangerous goods carried on an aircraft involved in												
6 Goods) Regulations	6(3)	2002	an accident or incident in the UK.		Operator.			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			Failing to ensure that a package, overpack or freight						ı İ						
			container which contained dangerous goods was						ı İ						
Ala Naviantian (Baranasa			accepted for carriage in an aircraft not having						ı İ						
Air Navigation (Dangerous 7 Goods) Regulations	7(1)	2002	inspected the same to determine, insofar as it was reasonable to ascertain, compliance with the TIs.		Operator.			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
7 Goods) Regulations	/(1)	2002	reasonable to ascertain, compilance with the ris.		Орегасот.			Arternative for Criminal Sanctions	140	103	103	103	103	103	103
			Failing to ensure that a package, overpack or freight												
Air Navigation (Dangerous			container containing dangerous goods accepted for						ı İ						
8 Goods) Regulations	7(2)	2002	carriage in an aircraft was accompanied		Operator.			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			Failing to ensure dangerous goods were not carried						ı İ						
Air Navigation (Dangerous			in a passenger compartment or on the flight deck of						ıl						
9 Goods) Regulations	8(1)	2002	an aircraft	Except as permitted by TIs.	Operator.			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			Failing to ensure that a package, overpack or freight container containing dangerous goods was						ı İ						
Air Navigation (Dangerous			loaded, segregated, stowed and secured on an						ı İ						
10 Goods) Regulations	8(2)	2002	aircraft in accordance with the TIs.		Operator.			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			Failing to ensure that 'cargo only' packages,						ı İ						
			overpacks or freight containers were loaded and						ı İ						
Air Navigation (Dangerous			stored on an aircraft in accordance with the TIs and						ı İ						
11 Goods) Regulations	8(3)	2002	not loaded on a passenger-carrying aircraft.		Operator.			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			Failing to ensure packages, overpacks or freight containers containing dangerous goods were						ı İ						
Air Navigation (Dangerous			inspected for evidence of damage or leakage before						ı İ						
12 Goods) Regulations	9(1)	2002	being loaded onto an aircraft.		Operator.			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
	-(-)		Failing to ensure a unit load device containing												
Air Navigation (Dangerous			dangerous goods was not loaded without inspection												
13 Goods) Regulations	9(2)	2002	for evidence of damage or leakage.		Operator.			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			Failing to ensure any package, overpack or freight						ı İ						
Ala Maridanel (%			container containing dangerous goods which						ı l						
Air Navigation (Dangerous	0(2)	2002	appeared to be leaking or damaged was not loaded		Operator			Alternative for Criminal Constinue		V	Ve-	V	Ve-	Vo	V
14 Goods) Regulations	9(3)	2002	on an aircraft. Failing to ensure any package, overpack or freight		Operator.		-	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			container containing dangerous goods found to be						ı l						
			leaking or damaged was removed and other cargo or						ı İ						
Air Navigation (Dangerous			baggage on the aircraft was fit for carriage by air and						ı İ						
15 Goods) Regulations	9(4)	2002	was not contaminated.		Operator.		<u></u>	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			Failing to ensure that all packages, overpacks or												
			freight containers containing dangerous goods were												
Air Navigation (Dangerous	0/5)	2002	inspected after unloading for signs of damage or		Operator	TEM		Alternative for Criminal County		v.	v-	v-		v-	v-
16 Goods) Regulations	9(5)	2002	leakage		Operator.	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			Failing to ensure that part of the aircraft where a						ı İ						
			package, overpack or freight containers containing						ı l						
			dangerous goods were stowed in an aircraft, where						ı l						
Air Navigation (Dangerous			there is evidence of damage or leakage, was						ı l						
17 Goods) Regulations	9(5)	2002	inspected for damage or contamination.		Operator.	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
									. 7						
			Failing to ensure the removal without delay of						ı l						
Air Navigation (Dangerous	10(1)	2002	contamination found as a result of leaking or		Operator	TEM		Altorophics for Criminal Constinus		V	Ver	V	Ve-	Vo	Ve-
18 Goods) Regulations	10(1)	2002	damaged packages, overpacks or freight containers.		Operator.	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes

		ı		T	T	1	1								
			Failing to ensure that an aircraft was not permitted												
			to fly for the purpose of carrying passengers or cargo												
Air Navigation (Dangerous			when it was known or suspected that radioactive	Unless radiation levels are not more than											
19 Goods) Regulations	10(2)	2002	materials had leaked.	specified in TIs.	Operator.	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
Ala Naviantina (Danasana			Failing to ensure that the TIs are complied with												
Air Navigation (Dangerous 20 Goods) Regulations	11(1)	2002	before consigning dangerous goods for carriage by air.		Shipper			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
Lo Goods/ regulations	11(1)	2002	In the event of an -in-fight emergency, failing to		Shipper			The critical control of the control			103	103	103	103	
			inform the appropriate air traffic services unit as												
Air Navigation (Dangerous			soon as the situation permitted of the detail of												
21 Goods) Regulations	12	2002	dangerous goods carried as cargo.		Commander.			Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	Yes
			Failing to ensure that all persons involved in the												
			preparation of a consignment of dangerous goods												
			for carriage by air have received specified training												
Air Navigation (Dangerous	42(4)	2002	before the consignment was offered for carriage by		Chiana Ranat			Albana shira fan Calasia I Carashiana						V	N -
22 Goods) Regulations Air Navigation (Dangerous	13(1)	2002	air, to enable them to carry out their responsibility Failing to ensure that all relevant staff have received		Shipper & agent.			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
24 Goods) Regulations	13(2) (a)	2002	approved and specified training.		UK operator & agent	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Air Navigation (Dangerous			Failing to ensure that handling agent staff have												
25 Goods) Regulations	13(2) (b)	2002	received approved and specified		UK operator & agent	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Air Navigation (Dangerous 26 Goods) Regulations	13(3) (a)	2002	Failing to ensure that all relevant staff have received approved and specified training.		Agent of non-UK operator	TEW	1.5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
26 Goods) Regulations	13(3) (d)	2002	Failing to establish and maintain initial and		Agent of non-ox operator	IEVV	LS	Alternative for Criminal Salictions	NO	res	res	res	res	res	INO
Air Navigation (Dangerous			recurrent training programmes in accordance with												
27 Goods) Regulations	13(5)	2002	the TIs			TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Air Navigation (Dangerous															
28 Goods) Regulations Air Navigation (Dangerous	13(6)	2002	Failing to maintain specified training records.			TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
29 Goods) Regulations	13(7)	2002	Offering or providing unapproved training.			TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			Failing to ensure that persons who are or may												
			become passengers on an aircraft flying for the												
			purposes of public transport are warned as to the dangerous goods which they are forbidden from												
Air Navigation (Dangerous			carrying as checked baggage by displaying notices as												
30 Goods) Regulations	14(1)	2002	required.		Airport operator & aircraft operator.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to ensure that passengers on an aircraft flying												
			for the purposes of public transport are wanted as to												
			the dangerous goods which they are forbidden from carrying as checked baggage by providing												
			information with each passenger ticket or other												
			appropriate means such that passengers receive a												
Air Navigation (Dangerous			warning in addition to that required by paragraph												
31 Goods) Regulations	14(2)	2002	(1). Failing to ensure that persons who are or may		Operator of PT aircraft or agent.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			become passengers of an aircraft flying for the												
			purposes of public transport are warned as to the												
			dangerous goods which they are forbidden from												
Ala Naviantina (Danasana			carrying as checked baggage by displaying notices at		Assessment III and the second section of the section of the second section of the second section of the second section of the section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the section of the second section of the sect										
Air Navigation (Dangerous 32 Goods) Regulations	14(3)	2002	any place where flight accommodation is offered for sale.		Any person in UK making available flight accommodation.	TEW	15	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
SE GOODS/ REGULATIONS	11(5)	2002	Jule:		accommodation.	1244		evii sanetons i referable to eminial sanetons		- 103	103	103	163	103	- 140
			Failing to ensure that sufficient number of												
Ala Naviantina (Danasana			prominent notices are displayed for the purpose of												
Air Navigation (Dangerous 33 Goods) Regulations	15	2002	giving information about the carriage of dangerous goods at places where cargo is accepted for carriage		Operator.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
55 Goods) Regulations	13	2002	Failing to ensure that a copy of the dangerous goods		Operator.	ILVV		CIVII Salictions Freierable to Cilillian Salictions	140	163	103	103	163	103	140
Air Navigation (Dangerous			transport document and written information to the												
34 Goods) Regulations	16(1)	2002	commander are retained.		Operator.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Air Navigation (Dangerous	16(2)	2002	Not presenting required records		Operator	TEW		Civil Constions Drofesship to Criminal Constions	No	Vac	Vac	Vac	Vee	Vac	No
35 Goods) Regulations	10(2)	2002	Not preserving required records. Failing to produce specified documents within a		Operator.	ILVV	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Air Navigation (Dangerous			reasonable time after being requested to do so by an												
36 Goods) Regulations	17(1)	2002	authorised person.		Operator.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to produce any documents which relates to												
			goods which an authorised person has reasonable grounds to suspect may be dangerous within a												
Air Navigation (Dangerous			reasonable time after being requested to do so by an												
37 Goods) Regulations	17(2)	2002	authorised person.		Operator, shipper, agent.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to ensure that a dangerous goods accident or												
Air Navigation (Dangerous			incident, or the finding of undeclared or misdeclared dangerous goods, is reported to the CAA wherever it												
38 Goods) Regulations	19(1)	2002	occurs.		UK operator.	TEW	15	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
Jo Goods/ Negulations	127(1)	2002	occurs.	I .	on operator.	ILLAA	IL.	A MECHANIC FOI CHIMINAL SALICTIONS	NU	162	INU	162	162	162	INU

		1					1		- 1						
			Failing to ensure that a dangerous goods accident or												
			incident, or the finding of undeclared or misdeclared												
Air Navigation (Dangerous			dangerous goods which occurred in the UK, is												
39 Goods) Regulations	19(2)	2002	reported to the CAA.		Non-UK operator.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
Air Navigation (Dangerous	40(4)	2002	Not despatching a report in writing to CAA within 72			TEM		Chill Counting Destauchte to Calculate Counting				V	V		
40 Goods) Regulations	19(4)	2002	hours.	Art 3(2): Unless non-EASA glider deemed		TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
				registered other than public transport or aerial	3(5): Non-UK registered aircraft flying in										
145 Air Navigation Order	3(1)	2009	Flying an unregistered aircraft in or over the UK	work. Art 3(3): Non-EASA	or over the UK.	so	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Causing or permitting a UK-registered aircraft to be												
4.46 Alla Mandandian Codes	5(3)	2009	used for the purposes of public transport or aerial work.		Unqualified person having registered an		L3	Chill Counties on Desferable to Calculate Counties				V	V		
146 Air Navigation Order	5(5)	2009	Flying other than in accordance with conditions in		aircraft in the UK.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
147 Air Navigation Order	6(6)	2009	aircraft dealer's certificate.			so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
148 Air Navigation Order	7(1)	2009	Failing to return certificate of registration to CAA.			SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to inform the CAA in writing forthwith of any		Descent who is registered owner of										
149 Air Navigation Order	7(2)	2009	change in particulars, destruction of the aircraft or termination in demise charter.		Person who is registered owner of aircraft registered in UK.	so	13	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	Yes
	- (-/		Failing to inform the CAA in writing of ownership of		Person becoming owner of aircraft	-									
150 Air Navigation Order	7(3)	2009	an aircraft.		registered in the UK.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
151 Air Novinction Order	10(1)	2009	Flying an aircraft without nationality & registration			so		Civil Sanctions Preferable to Criminal Sanctions	No	Vac	No	Yes	Yes	Yes	No
151 Air Navigation Order	10(1)	2009	marks required by the law of country of registration. Flying a UK-registered aircraft with non-compliant			30	L4	CIVII Salictions Preferable to Criminal Salictions	INO	Yes	INO	res	res	res	INO
152 Air Navigation Order	10(2)	2009	marks.			so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Aircraft bearing marks purporting to indicate that it												
			is registered other than in the country of												
153 Air Navigation Order	10(3)	2009	registration, or to indicate it is a State aircraft where it is not.			so	14	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
133 All Navigation Order	10(3)	2009	Flying a UK-registered aeroplane on a commercial air			30	L4	Civil Salictions Frereiable to Criminal Salictions	NO	163	NO	163	163	163	- NO
			transport flight otherwise than under & in												
			accordance with the terms of a Part-CAT air												
154 Air Navigation Order	11	2009	operator's certificate			TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Flying a UK-registered aircraft for the purposes of public transport otherwise than under & in												
			accordance with the terms of an air operator's												
155 Air Navigation Order	12(1)	2009	certificate (AOC).			TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Flying a UK-registered aircraft in the service of a												
			police authority otherwise than under & in accordance with the terms of a police air operator's												
156 Air Navigation Order	13(4)	2009	certificate.			TEW	15	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
0.11	- ' '		Holding oneself out as a person who may offer flights												
			in a UK-registered aircraft for the purpose of public	Art 14(2): excluding where person had applied											
457 Ale Newleysland Codes	4.4(4)	2000	transport or commercial air transport without	for an AOC and reasonably belief that will hold				Albania Albania fan Calasia de Caratiana	No			V	V		Yes
157 Air Navigation Order	14(1)	2009	holding an AOC. Flying an aircraft without a certificate of	AOC by the time of the flight.				Alternative for Criminal Sanctions	INO	Yes	Yes	Yes	Yes	Yes	162
158 Air Navigation Order	16(1)	2009	airworthiness (CofA).	Art 16(2): intra-UK flights by specified aircraft.		TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flying a UK-registered aircraft which has an EASA												
			CofA otherwise than in accordance with conditions												
159 Air Navigation Order	16(7)	2009	or limitations in the flight manual. Flying an aircraft for the purpose of commercial air	Unless otherwise permitted by the CAA. Other than flying displays, practice, test,	Aircraft flying in accordance with a	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
160 Air Navigation Order	23(1)	2009	transport, public transport or aerial work.	positioning, exhibition, demonstration.	national permit to fly.	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
- Q					Aircraft flying in accordance with a										
161 Air Navigation Order	23(4)	2009	Failing to affix an Occupant Warning placard		national permit to fly.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
163 Air Novigoti O-i	22(5)	2000	Thing at night 0 not in accordance with MPD		Aircraft flying in accordance with a		1.2	Chill Constions Desfarable to Colonia I Const		V	V	V	V		
162 Air Navigation Order	23(5)	2009	Flying at night & not in accordance with VFR Flying a certificate of validation aircraft for the		national permit to fly.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			purpose of commercial air transport, public	Other than flying displays, practice, test,											
163 Air Navigation Order	24(3)	2009	transport or aerial work.	positioning, exhibition, demonstration.		so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flying a non-EASA UK-registered aircraft which has a												
164 Air Navigation Order	25(1)	2009	CofA where the aircraft is not maintained in accordance with the maintenance schedule.			so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
164 Air Navigation Order	23(1)	2009	accordance with the maintenance schedule.		1	30	L4	Alternative for Criminal Sanctions	INU	162	res	res	res	res	INO
			Flying a non-EASA UK-registered commercial air												
			transport, public transport or aerial work aircraft												
165 Air Navigation Order	25(2)	2009	without a certificate of maintenance review.		1	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
166 Air Navigation Order	26(2)	2009	Issuing a certificate of maintenance review without verification.		Art 26(1): defined persons.	so	1.3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
200 All Havigation Order	20(2)	2003	Failing to keep a technical log for non- EASA public		, a c 20(1), defined persons.	30	-	ALCOHOLOGICAL MARIE SALICATORS	NU	163	163	163	163	162	163
167 Air Navigation Order	27(2)	2009	transport of aerial work aircraft.			so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to make entries in a technical log at the end							T		T]
168 Air Navigation Order	27(4)	2009	of a flight.		Commander.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

		1		T	1	1									
			Failing to enter a certificate of release to service												
169 Air Navigation Order	27(7)	2009	(CRS) in the technical log upon the rectification of a defect.		Person issuing	so	14	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
169 Air Navigation Order	27(7)	2009			Person issuing	SU	L4	Civil Sanctions Preferable to Criminal Sanctions	NO	res	NO	res	Yes	Yes	NO
			Not carrying a technical log in the aircraft when required & not keeping a copy of entries on the												
170 Air Navigation Order	27(8)	2009	ground.	Art 27(9): aircraft- specific exception.		so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
	, ,			(,,											
171 Air Navigation Order	27(10)	2009	Failing to preserve a technical log.	Subject to Art 159.		so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Flying a non-EASA UK-registered aircraft which has a												
			CofA where the aircraft is not maintained in												
172 Air Navigation Order	28(2)	2009	accordance with the maintenance schedule.	Except as provided in Art29		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	2010)		Installing or placing on board for use overhauled,												
	28(6)		modified, repaired or inspected equipment without a							.,	.,				
173 Air Navigation Order	&(7)	2009	CRS.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
174 Air Navigation Order	3:	2 2009	Flying an EASA aircraft without a CRS where a CRS is required.			so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
174 All Navigation Order	3.	2003	Exercising the privileges of an aircraft maintenance			30		Arternative for Criminal Salictions	140	103	163	163	103	103	103
			engineer's licence knowing or suspecting that his												
			physical or mental condition renders him unfit to do												
175 Air Navigation Order	33(8)	2009	so.			so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to keep an aircraft, engine or propeller log		Non EASA UK- registered aircraft. 34(5):										
176 Air Navigation Order	34(1)	2009			operator.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
177 Air Navigation Order	34(6)	2009	Failing to preserve a log book.	Subject to Art 91.	Operator	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to weigh & determine centre of gravity as												
178 Air Navigation Order	35(3)	2009		35(2): except EU- OPS aeroplane	Flying machine or glider which has a CofA		L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
179 Air Navigation Order	35(4) 35(5)	2009		Cultivate AFO	Operator.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No No
180 Air Navigation Order	35(5)	2009		Subject to 159.	Operator.	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	NO
181 Air Navigation Order	37(1)	2009	Flight without equipment required by the country of registration.			so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
181 All Navigation Order	37(1)	2003	Failing to install or stow, keep stowed or maintain &			30	L4	Alternative for Criminal Salictions	INU	163	163	163	163	163	INU
			adjust equipment so as to be readily accessible &												
182 Air Navigation Order	38(1)	2009				so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
, , , , , , , , , , , , , , , , , , ,	, ,		Failing to indicate the position of equipment for												
183 Air Navigation Order	38(2)	2009	emergency use by clear markings.			so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to provide for each passenger or exhibit as												
			permitted by the CAA a notice complying with Art		Public transport aircraft registered in the										
184 Air Navigation Order	38(3)	2009	19(7) requirements.		UK	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to install, stow, maintain, adjust equipment as												
185 Air Navigation Order	38(5)	2009				SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flight without radio communication & radio navigation equipment which complies with law of												
186 Air Navigation Order	39(1)	2009				so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
100 All Navigation Order	33(1)	2003	country of registration and which works.			30		Arternative for entitlinal salictions	140	163	163	103	163	103	140
			Failing to maintain radio equipment in a serviceable												
187 Air Navigation Order	39(7)	2009				so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Operating a VFR or IFR commercial air transport												
			flight over routes requiring visual references unless												
188 Air Navigation Order	41	2009	equipped with notified requirements		EU-OPS operator	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Commencing a flight in a UK-registered aircraft												
			where the required minimum equipment is not	Except EU-OPS aeroplane on commercial air											
189 Air Navigation Order	41(4)	2009	carried or is not in a fit condition	transport flight.		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Florenstate and the second of												
100 Air Navigation Order	4:	2 2009	Flying without the number & description of flight			50	14	Not Suitable for Civil Sanations	No	No	No	No	No	No	No
190 Air Navigation Order	4.	2009	crew required by the country of registration. Flying a UK-registered aircraft without the number	Except EU-OPS aeroplane on commercial air		SO	L4	Not Suitable for Civil Sanctions	No	No	INO	INO	INO	INO	No
191 Air Navigation Order	43(3)	2009	and description of flight crew required.	transport flight.		so	14	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
in nongotion order	.5(5)	2003	Flying a UK-registered flying machine over 5700kg			1	-						0		
			for the purpose of public transport with less than 2												
192 Air Navigation Order	4-	4 2009	pilots.			so	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Flying a UK-registered aeroplane less than 5700kg												
			for the purpose of public transport where required												
193 Air Navigation Order	45(1)	2009	to comply with IFR with less than 2 pilots.	Except if within Art 45(3)	Subject to Art 45(2)	SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			L												
			Flying a UK-registered helicopter less than 5700kg												
404 41- 11-11-11	46111	2005	for the purpose of public transport where required		Subject to Art 45(2)			New Collection Cold Co. 11							
194 Air Navigation Order	46(1)	2009	to comply with IFR with less than 2 pilots.		Subject to Art 46(2)	SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Flying a UK-registered aircraft on a public transport												
			flight without carrying a flight navigator or suitable navigational equipment where the aircraft is												
			intended to be more than 50nm from the point of												
195 Air Navigation Order	4	2009	take-off.			so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
		,		1	1	1									

				1		_	_								
			Flying a UK-registered aircraft on a public transport												
	48(2) &		flight having a minimum approved passenger seating configuration of more than 19 with less than the												
196 Air Navigation Order	40(2) Q	2009	required cabin crew.	Art 49/4): Except with CAA parmission		so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
190 All Navigation Order	(3)	2003	required cabin crew.	Art 48(4): Except with CAA permission		30	L4	Alternative for Criminal Salictions	NO	163	163	163	163	163	INU
					Art 50(2): appropriate licence is licence										
					entitling holder to perform functions										
				Art 51: except FRTOL holder.	being undertaken on particular flight.										
				·	Art 65(4): ratings or qualifications	1									
				Art 52: except solo flying training.	deemed to form part of licence.										
					Art 72(6): medical certificate deemed to	Ī									
				Art 53: except dual flying training.	form part of licence.										
				Art 54: except gyroplanes at night.											
				Art 55: except balloons.											
			Acting as a member of the flight crew of a UK-												
			registered aircraft without holding appropriate or	Art 56: except pilot undergoing training or tests.		1									
197 Air Navigation Order	50(1)	2009	valid licence.	Art 57: except navigators & test engineers?		TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Acting as a member of the flight crew of a non-UK									.,			
198 Air Navigation Order	61	2009	registered aircraft without holding a licence.			TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Acting as a member of the flight crew of UK-		Harris halden da er erk er erk er la lanner										
100 Air Navigation Order	62(2)	2000	registered aircraft in or over territory of Contracting		Licence holder does not meet minimum	60		Alternative for Criminal Constions	No	Vec	Vac	Voc	Vac	Voc	No
199 Air Navigation Order	63(2)	2009	State without permission. Acting as a member of the flight crew of non-UK		standards of Chicago Convention	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			registered aircraft in or over UK without CAA		Licence holder does not meet minimum										
200 Air Navigation Order	63(3)	2009	permission.		standards of Chicago Convention	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
200 All Havigation Order	03(3)	2003	permission.		Standards of Chicago Convention	30	L-Y	racernative for eliminar saffetions	INO	163	162	162	162	163	UVU
			Acting as a member of the flight crew of a UK-												
			registered aircraft knowing or suspecting that his												
201 Air Navigation Order	74(1)	2009	physical or mental condition render him unfit.			so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	(-/		Failing to inform the CAA in writing of injury, illness												
202 Air Navigation Order	74(2)	2009	or pregnancy.			so	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Acting as pilot in command of an aircraft taking-off												
203 Air Navigation Order	75	2009	or landing on water without appropriate training.			so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
					Flight crew of UK- registered aircraft and										
204 Air Navigation Order	79(1)	2009	Failing to keep a personal flying log book.		persons flying to qualify for licence.	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Giving flying instruction without holding a licence or												
205 Air Navigation Order	80(2)	2009	rating.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			Acting as pilot in command of a glider when under												
206 Air Navigation Order	81	2009	14 years of age.			SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Not making available, or keeping up to date, or												
207 Air Navigation Order	83(4)	2009	ensuring access to an operations manual.	Art 83(2) & (3)	Operator.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
200 Ala Nassiantina Gudan	02/61	2000	Flight without furnishing the CAA with an operations		0			Chill Counties a Boofeanhla to Colonies I Counties		٧		V	V		
208 Air Navigation Order	83(6)	2009	manual 30 days beforehand.		Operator.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Not furnishing the CAA with amendments or additions to the operations manual before or												
200 Air Navigation Order	83(7)	2009	immediately after they come into effect.	Subject to Art 83(8)	Operator.	so	1.4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
209 Air Navigation Order	83(7)	2003	Not making amendments or additions to the	Subject to Art 65(8)	Орегатог.	30	L4	CIVII SATICTIONS FIETERABLE to CHIMINAL SATICTIONS	NO	163	INU	163	163	163	INU
210 Air Navigation Order	83(9)	2009	operations manual as required by the CAA.		Operator.	so	14	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
220 All Havigation Order	03(3)	2003	Flying other than under & in accordance with a		Aircraft flying under police air operator's	30	12-7	Civil Sanctions Freienable to Criminal Salictions	140	103	103	103	103	103	140
211 Air Navigation Order	84(2)	2009	police operations manual.		certificate.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
. 3	- 1-7		Not making available, or keeping up to date, or		****										
212 Air Navigation Order	84(4)	2009	ensuring access to an operations manual.		Police AOC holder.	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flying without furnishing the CAA with an operations												
213 Air Navigation Order	84(5)	2009	manual 30 days beforehand.		Police AOC holder.	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Not furnishing the CAA with amendments or							İ					
			additions to the operations manual before or												
214 Air Navigation Order	84(6)	2009	immediately after they come into effect.		Police AOC holder.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Not making amendments or additions to the						T	T	T	T			7
215 Air Navigation Order	84(8)	2009	operations manual as required by the CAA		Police AOC holder.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
L. J			Flying without making available or keeping up to		Operator of UK- registered public										
216 Air Navigation Order	85(3)	2009	date a training manual.	Art 85(2): Police AOC holder exempted.	transport aircraft.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
	0=(=)		Flying without furnishing the CAA with a training		Operator of UK- registered public		1			.,					
217 Air Navigation Order	85(5)	2009	manual 30 days beforehand.		transport aircraft.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
		1	Not furnishing the CAA with amendments or												
240 41-11-11-11-2	05(6)	2000	additions to the training manual before or		Operator of UK- registered public			Chill Counties a Boofeanhla to Colonia I C		٧.		V-	V-		
218 Air Navigation Order	85(6)	2009	immediately after they come into effect.		transport aircraft.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
210 Air Navigation Order	05/01	2000	Not making amendments or additions to the		Operator of UK- registered public	so	14	Civil Sanctions Broforable to Criminal Sanction	No	Vac	No	Vac	Vac	Vac	AI-
219 Air Navigation Order	85(8)	2009	operations manual as required by the CAA.	Art 96/1): except commander of FILL ODS	transport aircraft.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to take all reasonable steps to satisfy himself	Art 86(1): except commander of EU- OPS aeroplane intending to commence commercial	Commander of private, aerial work or										
220 Air Navigation Order	86(2)	2009	before take-off of matters specified in Art 86(3).	air transport flight.	public transport flight.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
and the state of t	00(2)	2003	perore take on or matters specified in Art 60(5).	an a anaport night.	paone transport ingilt.	50	1.7	A THE CHARGE TOT CHITIMAN SATICUOTS	INO	162	162	162	162	162	INU

			Failing to take all reasonable steps to satisfy himself												\neg
			before take-off that the flight can be safely												
221 Air Navigation Order	87	2009	completed.		Commander of flying machine.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to take all reasonable steps before take-off to ensure that all passengers are familiar with	Except flight under & in accordance with a police AOC or EU-OPS aeroplane on commercial											
222 Air Navigation Order	88(1)	2009	emergency safety equipment.	air transport flight.	Commander of a UK-registered aircraft.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			In an emergency during a flight, failing to take all	Except flight under & in accordance with a											
223 Air Navigation Order	88(2)	2009	reasonable steps to ensure that all passengers are instructed in the emergency action they should take.	police AOC or EU-OPS aeroplane on commercial	Commander of a UK-registered aircraft.	so	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
225 / III Havigation Oraci	00(2)	2003	instructed in the entergency decion they should take.	un dansport ingita	community of a on registered ancient	50		Automative for examinar surfections	140	163	140	103	103	100	-110
					Commander of a flight for the purpose o	f									
					public transport of passengers by UK-										
			Failing to take all reasonable steps before take-off to		registered aircraft on a flight which is										
224 Air Navigation Order	89(3)	2009	ensure that all passengers are given a demonstration of the method of use of lifejackets.	air transport flight.	intended to reach a point more than 30mins flying time from the nearest land	ı. so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			y		, ,										
					Commander of a flight for the purpose o	f									
					public transport of passengers by UK-										
					registered aircraft required by Art 48(2) to carry cabin crew on a flight	+									
			Failing to take all reasonable steps before take-off to		intended to proceed beyond gliding										
			ensure that all passengers are given a demonstration	Except flight under & in accordance with a	distance from land or required by Art										
225 Air Navigation Order	89(4)	2009	of the method of use of lifejackets.	police AOC. Except seaplanes.	25(13) to carry cabin crew on	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Falling to take all reasonable stone hefere take off to	Europe flight under 9 in accordance with a	Commander of a flight for the number of										
			Failing to take all reasonable steps before take-off to ensure that all passengers are given a demonstration		Commander of a flight for the purpose o public transport of passengers by UK-	1									
226 Air Navigation Order	89(7)	2009	of the method of use of lifejackets.	air transport flight.	registered seaplane.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	,		Failing to take all reasonable steps before take-off &		Commander of a flight for the purpose o	f									
			before landing to ensure that the crew, passengers &												
227 Air Navigation Order	90	2009	baggage are secure.	air transport flight.	registered aircraft.	SO .	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to take all reasonable steps to ensure that the method of use of oxygen has been demonstrated to	police AOC or flight where pressure greater than	Commander of a flight for the purpose of	1									
228 Air Navigation Order	91	2009	all passengers or use.	700 hectopascals is maintained.	registered aircraft	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to take all reasonable steps to ensure that the												
			method of use of oxygen has been demonstrated to		Commander of a private or aerial work										
229 Air Navigation Order	92	2009	all passengers or use. Failing to cause one pilot to remain at the controls at	hectopascals is maintained.	flight by UK- registered aircraft. Commander of UK- registered flying	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
230 Air Navigation Order	93(2)	2009	all times in flight.	transport flight	machine or glider	SO	14	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
and the same of th	22(2)			Except EU-OPS aeroplane on commercial air	Commander of UK- registered flying										
231 Air Navigation Order	93(3)	2009	during take-off and landing.	transport flight	machine required to carry 2 pilots.	SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			F-Wanta and the same is designed as the	Frank FILORS	Commander of UK- registered flying										
232 Air Navigation Order	93(4)	2009	Failing to remain at the controls during take-off and landing	Except EU-OPS aeroplane on commercial air transport flight	machine carrying 2 or more pilots on public transport passenger flight.	so	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
232 / W Navigation Oraci	33(4)	2003	und turioning	transport mg/re	pablic transport passenger riight.	50		Not Suitable for Givin Suitetions			140				-110
233 Air Navigation Order	93(5)	2009	Failing to be secured in seat.		Pilot at controls.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Permitting a helicopter rotor to be turned under												
234 Air Navigation Order	93(6)	2009	power for the purpose of flight without a person to act as PiC at the controls.		Operator	so	13	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
254 All Havigation Order	33(0)	2003	Failing to establish & maintain an accident		Operator of UK- registered aircraft on	30	LJ	Alternative for Criminal Safetions	140	163	103	163	103	103	-140
235 Air Navigation Order	94	2009	prevention & flight safety programme.		public transport flight.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Permitting an aircraft to fly for the purpose of public												
236 Air Navigation Order	95(1)	2009	transport without first designating PiC.		Operator of UK- registered aircraft.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Permitting a person to act as a member of the crew of a public transport flight who is not qualified or												
237 Air Navigation Order	95(2)	2009	competent.		Operator of UK- registered aircraft.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to maintain, produce, preserve or furnish												
238 Air Navigation Order	95(3)	2009	specified records.		Operator.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Permitting a member of the flight crew to simulate emergency manoeuvres & procedures having reason												
			to believe they will adversely effect the flight		Operator of UK- registered aircraft on										
239 Air Navigation Order	95(4)	2009	characteristics of the aircraft.		public passenger transport flight.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Permitting an aircraft to fly for the purpose of public												
			transport without first being satisfied, using every												
240 Air Navigation Order	96(1)	2009	reasonable means, that the aeronautical & navigational aids are adequate.		Operator of UK- registered aircraft.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Navigation Stuci	30(1)	2003	Permitting an aircraft to fly for the purpose of public			100								103	
			transport without first being satisfied, using every												
			reasonable means, that landing places are suitable												
241 Air Navigation Order	96(2)	2000	and such places are adequately staffed and		Operator of LIK registered aircraft	so	L4	Alternative for Criminal Sanctions	No	Voc	Voc	Voc	Voc	Voc	No
241 All INAVIGATION Order	90(2)	2009	equipped.	ļ	Operator of UK- registered aircraft.	J3U	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

				T											
			Flying for the number of commercial six transport or												
			Flying for the purpose of commercial air transport or public transport at night when the cloud ceiling or												
			visibility at departure aerodrome/landing are less		Non-UK registered aeroplane power by										
242 Air Navigation Order	97	2009	than 1000ft and 1nm		one power unit.	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
2-12 7 at Havigation Grace	3.	2003	Causing or permitting a public transport flight		one power anne.	50		7 decinate for entitled safetions	110	103	103	103	103	- 103	- 110
			aircraft to be loaded other than in accordance with		Operator of UK- registered aircraft being										
243 Air Navigation Order	98(2)	2009	duties requirements.	Art 102: except specified aircraft.	loaded for public transport flight	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to comply with subpart F section 1 JAR OPS 1		UK-registered aeroplane flying for the										
244 Air Navigation Order	103(1)	2009	without CAA permission		purpose of public transport.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flying for the purpose of public transport over water												
			other than at an altitude as would enable it to reach												
			a place at which it could safely land at a height		UK-registered aeroplane with CAA										
245 Air Navigation Order	103(6)	2009	sufficient to enable it to do so.	Except taking-off or landing.	permission & flying over water.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Shidan and the fact that a second of a shift to be a second												
			Flying over water for the purpose of public transport so as to be more than 60mins flying time from the												
246 Air Navigation Order	103(9)	2009	nearest shore without two power units.		Aeroplane with CAA permission.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
240 All Navigation Order	103(3)	2009	nearest shore without two power units.		Aeropiane with CAA permission.	30	L4	Alternative for Criminal Sanctions	140	163	163	163	163	163	INU
			Flight for the purpose of public transport without												
			complying with prescribed weight & performance												
247 Air Navigation Order	104(2)	2009	requirements & flight conditions.	Except training flights.	UK-registered helicopter	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flight for the purpose of public transport over water												
			other than at an altitude as would enable it to reach												
			a place at which it could safely land at a height												
248 Air Navigation Order	104(6)	2009	sufficient to enable it to do so.	Except taking-off or landing.	UK-registered helicopter.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flight for the purpose of public transport over water												
			in specified circumstances without being equipped		Helicopter carrying out Performance										
249 Air Navigation Order	105(2)	2009	with the required apparatus.		Class 3 operations.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
					Helicopter carrying out Performance										
			Filebale and God decrease for a second about 2		Class 3 operations, equipped with										
250 Air Navigation Order	105(3)	2009	Flight in specified circumstances for more than 3 minutes without the written permission of the CAA.		required apparatus, & under & in accordance with a police AOC.	so	1.4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
250 Air Navigation Order	105(5)	2009	minutes without the written permission of the CAA.		Helicopter carrying out Performance	30	L4	Alternative for Criminal Sanctions	INO	162	res	res	res	res	INO
			Flight in specified circumstances for more than 20		Class 3 operations, equipped with										
			minutes with a passenger who is not a permitted		required apparatus, & under & in										
251 Air Navigation Order	105(4) (a)	2009	passenger.		accordance with a police AOC.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flight over water with a permitted passenger for		·										
			more than 10 minutes so as to be more than 5		Helicopter carrying out Performance										
			minutes from a point at which it can make an		Class 3 operations, equipped with										
			autorotative descent to land suitable for an		required apparatus, & under & in										
252 Air Navigation Order	105(4) (b)	2009	emergency landing		accordance with a police AOC.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flight for the purpose of public transport over		Hallanda and January Bartanaan										
253 Air Navigation Order	105(5)	2009	specified part of River Thames without being		Helicopter carrying out Performance	so	14	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
233 All Navigation Order	103(3)	2009	equipped with the required apparatus. Flight over water for the purpose of public transport		Class 3 operations. UK-registered helicopter carrying out	30	L4	NOT SUITABLE TOT CIVIL SATISTIONS	NO	INU	INU	INU	INU	INU	INU
			for more than 15 minutes during flight without the		Performance Class 1 or 2 operation under										
254 Air Navigation Order	106(1) (a)	2009	apparatus required in Art 105(8)(b).		a national AOC	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flight over water for more than 15 minutes carrying		UK-registered helicopter carrying out										
			a non-permitted passenger, not being equipped with		Performance Class 1 or 2 operation under										
255 Air Navigation Order	106(1) (b)	2009	the required apparatus.		a police AOC	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to establish & include required aerodrome												
			operating minima information in the aircraft												
256 Air Navigation Order	107	2009	operations manual.		Operator of UK- registered aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	1		Flight in an area the UV with a standard and 11												
257 Air Navigation Order	108(1)	2009	Flight in or over the UK without making available required aerodrome operating minima information.		Operator of non-UK registered aircraft.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
237 Mil Ivavigation Order	100(1)	2009	Conducting a Cat II, IIIA or IIIB approach or landing		operator or non-ok registered aircraft.	30	L ^s	ALCOHOLIVE FOR CHIMINAL SAFICTIONS	INU	162	162	162	162	162	INO
	1		otherwise than under & in accordance with the												
			terms of an approval granted by the country of												
258 Air Navigation Order	108(4) (a)	2009	registration.		Non-UK registered aircraft.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Taking off when the RVR is less than 150m otherwise												
	1		than under & in accordance with the terms of an												
259 Air Navigation Order	108(4) (b)	2009	approval granted by the country of registration.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	1		Taking-off or landing at an aerodrome in the UK in												
			contravention of the specified aerodrome operating				l.,		1						
260 Air Navigation Order	108(5)	2009	minima.		Non-UK registered aircraft	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Continuing an approach to landing by flying below												
261 Air Navigation Order	100(7) (a)	2000	the decision height when making a descent to an aerodrome.		Non LIK registered aircraft	so.	L4	Alternative for Criminal Sanctions	No	Voc	Voc	Voc	Voc	Vor	No
261 Air Navigation Order	108(7) (a)	2009	Descending below the relevant specified minimum		Non-UK registered aircraft	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	INO
	1		descent height when making a descent to an												
262 Air Navigation Order	108(7) (b)	2009	aerodrome.		Non-UK registered aircraft	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
novigation order	1200(, / (b)	2003		1	egistered directore	1-0	1	r							

			Conducting a Cat II, IIIA or IIIB approach or landing		I										
			otherwise than in accordance with the terms of an												
263 Air Navigation Order	109(2) (a)	2009	approval to do so.		Private and aerial work aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Taking-off when the RVR is less than 150m												
264 Air Navigation Order	109(2) (b)	2000	otherwise than in accordance with the terms of an approval to do so.		Private and aerial work aircraft.	so	1.4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
204 All Navigation Order	105(2) (0)	2003	Descending from a height of 1,000ft or more to less		Frivate and aerial work aircraft.	30	L44	Alternative for Chillinal Salictions	INU	163	163	163	163	163	INU
			than 1,000ft above an aerodrome when the RVR is												
			less than the specified minimum for landing when												
			making a descent at an aerodrome to a runway in												
			respect of which there is a notified instrument												
			approach procedure an aircraft must not descend from a												
			height of 1000 feet or more above the aerodrome to												
			a height less than 1000 feet above the aerodrome if												
			the relevant runway visual range for that runway is												
			at the time less than the specified minimum for												
265 Air Navigation Order	109(4)	2009	landing.		Private and aerial work aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Continuing a descent to land at an aerodrome by flying below the relevant specified decision height												
			when making a descent to an aerodrome where the												
			specified visual reference for landing was not												
266 Air Navigation Order	109(5) (a)	2009	established & maintained.		Private and aerial work aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Descending below the relevant specified decision												
			height when making a descent to an aerodrome where the specified visual reference for landing was												
267 Air Navigation Order	109(5) (b)	2009	not established & maintained.		Private and aerial work aircraft.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to select an alternate aerodrome prior to												
			take-off where the aircraft was required to be												
200 Ala Naviantina Onder	100(6)	2000	flown on IFR at the aerodrome of intended		Delivate and a relative distance for			Alternative for Colorinal County	N -		V				
268 Air Navigation Order	109(6)	2009	landing.		Private and aerial work aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Commencing a flight to be conducted in accordance												
			with IFR when no suitable alternate aerodrome with												
			a designated instrument approach procedure is												
			available & meteorological info indicates VMC will												
269 Air Navigation Order	109(7)	2009	exist at aerodrome of intended landing.		Private and aerial work aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Continuing a flight towards the aerodrome of												
			intended landing when the available information												
			indicates that the conditions will be below the												
270 Air Navigation Order	109(8)	2009	specified aerodrome operating minima.		Private and aerial work aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			F-W												
			Failing to be satisfied on reasonable grounds before take-off that the aircraft carries such equipment as												
			the commander reasonably considers necessary to	Art 110(3): having regard to the circumstances	Commander of UK- registered private and										
271 Air Navigation Order	110(2)	2009		of the intended flight.		so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
272 Air Navigation Order	111(1)	2009	Not wearing a survival suit when required to do so.	111(2): aircraft flying under police AOC.	Crew of UK- registered aircraft.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Operating a radio station in an aircraft other than in												
			accordance with the terms of the licence issued.												
			Operating a radio station in an aircraft other than by												
			a person duly licensed or otherwise permitted to												
273 Air Navigation Order	112(1)	2009	operate the radio station.			so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to maintain a continuous radio watch by a		Aircraft required by ANO or EU-OPS to be										
274 Air Navigation Order	112(2)	2009	member of the flight crew when in flight.		equipped with radio communications equipment.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	112(2)	2003	Failing to operate radio equipment in a manner		and and and and and and and and and and		-								
			instructed by ATC or as notified for the airspace												
275 Air Navigation Order	112(5)	2009	when in flight.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Occupation and the state of the												
			Operating a radio station so as to cause interference												
276 Air Navigation Order	112(6)	2009	which impairs the efficiency of aeronautical telecommunications or navigational services	Art 112(6)(a) to © exceptions.		so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
	-1-7		Using a handheld microphone whilst the aircraft is	And Andrews and an address and	Pilot & flight engineer of UK- registered										
			flying in controlled airspace below FL150 or taking-		flying machine on a flight for the purpose										
277 Air Navigation Order	112(7)	2009	off or landing.		of public transport.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to approte an aighter		Aircraft flight on which an airborne										
278 Air Navigation Order	113(a)	2009	Failing to operate an airborne collision avoidance system in accordance with procedures.		collision avoidance system is required to be carried.	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
2.0, iii Navigation Ordel	113(0)	2003	Failing to be satisfied before commencing an ACAS		be carried.			racernative for Criminal Sanctions	140	res	163	163	163	163	140
			equipped flight that every member of the flight												
279 Air Navigation Order	114(2)	2009	crew has the specified training.		Commander of non- Art 113 aeroplanes.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

		1	1	T.	1	1		1							
			Acting as a member of the flight crew on an ACAS												
280 Air Navigation Order	114(3)	2009	equipped flight not having had the specified training.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to operating a vibration health monitoring												
			system in accordance with CAA-approved												
281 Air Navigation Order	115	2009	procedures.	1100	Operator of helicopter.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Daing in as an a part of an aircraft in flight not being	116(3): other than a passenger disembarking a											
282 Air Navigation Order	116(1) (a)	2009	Being in or on a part of an aircraft in flight not being a part designed for the accommodation of person.	helicopter flying under & in accordance with a police AOC		so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
202 All Navigation Order	110(1) (0)	2003	a part designed for the accommodation of person.	Other than a glider or flying machine.		30	L-17	Atternative for Criminal Sanctions	140	103	163	103	103	103	- 140
				71(3): other than a passenger disembarking a											
			Being in or on an object towed by or attached to an	helicopter flying under & in accordance with a											
283 Air Navigation Order	116(1) (b)	2009	aircraft in flight.	police AOC		so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
					UK-registered commercial air transport										
			Exits & internal doors not in working order when		aeroplanes, public transport aeroplanes										
284 Air Navigation Order	117(2)	2009		Art 117(4): exceptions.	and public transport helicopters.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Exits & internal doors not free of obstruction or		IIIV and about discount and a late to a second										
			fastened passengers during take-off, landing or		UK-registered commercial air transport										
285 Air Navigation Order	117(3)	2009	emergency so as to prevent, hinder or delay use when carrying passengers.	Art 117(4): exceptions.	aeroplanes, public transport aeroplanes and public transport helicopters.	so	1.4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
283 All Ivavigation Order	11/(3)	2003	when carrying passengers.	Art 117(4). exceptions.	Operator of UK- registered commercial	30	L4	Alternative for Criminal Sanctions	INU	163	163	163	163	163	INU
					air transport aeroplanes, public transport										
					aeroplanes and public transport										
286 Air Navigation Order	118(2)	2009	Exits not marked.		helicopters.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to ensure areas of the fuselage suitable for												
			break-in by rescue crews in an emergency are												
288 Air Navigation Order	119(2)	2009	marked as required.		Operator orf UK- registered aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Allowing an aircraft to be used for a purpose												
			prejudicial to the security, public order or public		Operator & commander of UK- registered										
			health or to safety or air navigation of the foreign	Unless neither knew or suspected that the	aircraft where operator's	-						.,	.,		
289 Air Navigation Order	120(1)	2009	country over which it is flown.	aircraft was being used for that purpose.	business/residence is in UK	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to comply with any directions given by the appropriate aeronautical authorities of the foreign	Unless neither knew or suspected that	Operator & commander of UK- registered aircraft where operator's										
290 Air Navigation Order	120(3)	2009	country over which an aircraft is flown.	directions were given.	business/residence is in UK	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
and the second s	(-)			and the same of th											
			Flight in North Atlantic Minimum Navigation												
			Performance Specification airspace without being												
291 Air Navigation Order	121(1)	2009	equipped with the required navigation systems.		UK-registered aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flight in reduced vertical separation minimum												
			airspace without being equipped with the required	Unless otherwise authorised by the appropriate											
292 Air Navigation Order	122(1)	2009	height keeping systems.	air traffic control unit.	UK-registered aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flight in UK reduced vertical separation minimum	Unless otherwise outbories of but he appropriate											
293 Air Navigation Order	123(1)	2009	airspace without being equipped with the required height keeping systems.	Unless otherwise authorised by the appropriate air traffic control unit	Non-UK registered aircraft.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
233 7 III Havigation Graci	123(1)	2003	neight recepting systems.	an democential and	Non on registered uncruit.	50		THE THE TOT CHIMING SUITCHOILS	110	103	103	1.03	103	103	
			Flight in designated required navigation performance	Excluding flights authorised by and in											
			airspace without being equipped with the required	compliance with instructions given by the											
294 Air Navigation Order	124(1)	2009	navigation performance capability.	appropriate air traffic control unit.	UK-registered aircraft.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flight in designated required navigation performance												
			airspace without being equipped with the required	compliance with instructions given by the											
295 Air Navigation Order	125(1)	2009	navigation performance capability.	appropriate air traffic control unit.	Non-UK registered aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
296 Air Navigation Order	126(1)	2009	Towing a glider without express provision that it may do so in the flight manual.		Aircraft in flight.	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
296 Air Navigation Order	120(1)	2009	Exceeding the combination length of 150m for a		Aircraft III flight.	30	L4	Alternative for Criminal Salictions	INO	res	res	res	res	res	INO
297 Air Navigation Order	126(2)	2009	towing aircraft, tow rope & glider.			so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
237 7 iii Havigation Oraci	120(2)	2003	Failing to satisfy himself that the tow rope is in good			50		rateriative for criminal surfections	110	103	103		103	103	
			condition & of adequate strength before the towing												
			aircraft takes- off.												
		1	Failing to satisfy himself that the combination is]											
			capable of safely taking- off, reaching & maintaining		Commander of aircraft which is about to										
298 Air Navigation Order	126(3)	2009	a safe height		tow a glider.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
		1	Not attaching the glider to the towing aircraft by												
			means of a tow rope before the towing aircraft takes				l.,								
299 Air Navigation Order	126(4)	2009	off.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
200 Air Novigation Order	127	2000	Taking off under its own names		Calf sustaining alidas	02	1.2	Civil Canations Professible to Criminal Canations	No	Voc	Yes	Yes	Vac	Vac	No
300 Air Navigation Order	127	2009	Taking off under its own power.		Self sustaining glider.	SO	LO	Civil Sanctions Preferable to Criminal Sanctions	INO	Yes	res	res	Yes	Yes	No
			Towing an article other than a glider without having												
			a CofA & the CofA or flight manual expressly												
			provides that it may be used for that purpose.												
		1	Picking-up or raising any person, animal or article]											
			without having a CofA & the CofA or flight manual												ļ
301 Air Navigation Order	128(1)	2009	e	Art 128(7): specific exclusions.	Aircraft in flight.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

			T												
302 Air Navigation Order	128(2)	2009	Launching or picking up tow ropes, banners of similar articles other than at an aerodrome.	Art 128(7): specific exclusions.	Aircraft.	so		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Vac	Yes	No
302 Air Navigation Order	128(2)	2009	Towing an article at night or when visibility is less	Art 128(7): specific exclusions.	Aircraft.	SU	L4	Alternative for Criminal Sanctions	NO	Yes	Yes	Yes	Yes	Yes	NO
303 Air Navigation Order	128(3)	2009	than 1nm other than a glider.	Art 128(7): specific exclusions.	Aircraft in flight.	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	(-)		Exceeding the combination length of 150m for a												
304 Air Navigation Order	128(4)	2009	towing aircraft, tow rope & article.	Art 128(7): specific exclusions.		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flight over a congested area of a city, town or												
			settlement when an article, person or animal is												
305 Air Navigation Order	128(5)	2009	suspended from the helicopter.		Helicopter.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
				Others the second secon											
				Other than a passenger who has duties to perform or who has been picked-up/raised or is											
			Carrying a passenger in a helicopter when an article,												
306 Air Navigation Order	128(6)	2009	person or animal is suspended from the helicopter	Art 128(7): specific circumstances excluded.	_	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	(-)		Dropping or permitting to drop articles or animals				1								
			from an aircraft in flight so as to endanger persons	Art 129(3): specific circumstances excluded. Art											
307 Air Navigation Order	129(1)	2009		129(4): C of A may make express provision.		SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
				Except with an Art 131 aerial application											
				certificate. Art 129(3): specific circumstances											
				excluded.											
			Dropping or permitting to drop articles or animals to												
308 Air Navigation Order	129(2)	2009	the surface from an aircraft flying over the UK.	Art 129(4): C of A may make express provision.		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Dropping being dropped or being normitted to de-												
			Dropping, being dropped or being permitted to drop a person to the surface or jump from an aircraft			1									
			flying over the UK other than under & in accordance	Art 120(0) (10) (11); specific circumstances											
309 Air Navigation Order	130(1)	2009	with a police AOC or parachuting permission.	excluded.		so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
305 All Navigation Order	130(1)	2003	Dropping, being dropped or being permitted to drop			30		Accordance for Communal Salections	140	103	103	103	103	103	140
			a person from an aircraft in flight so as to endanger	Art 130(9), (10), (11): specific circumstances											
310 Air Navigation Order	130(2)	2009	persons or property.	excluded.		SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Using an aircraft for the purpose of dropping person	S .											
			without a CofA with express provision & written	Art 130(9), (10), (11): specific circumstances											
311 Air Navigation Order	130(4) (a)	2009	permission from CAA.	excluded.		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	400/41///		Using an aircraft for the purpose of dropping person							.,		.,			
312 Air Navigation Order	130(4) (b)	2009	other than under & in accordance with a police AOC. Failing to make available a parachuting manual when		Applicant for & holder of a parachuting	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
313 Air Navigation Order	130(5)	2009	requested to do so by the CAA		permission.	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
313 All Navigation Order	130(3)	2003	Failing to make amendments or additions to a		permission.	30	LT	Civil Salictions (Telerable to Criminal Salictions	140	103	140	103	103	103	- 140
			parachuting manual when required to do so by the		Applicant for & holder of a parachuting										
314 Air Navigation Order	130(6)	2009	CAA.		permission.	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to make a parachuting manual available to												
			every person or employee who is or may engage in												
315 Air Navigation Order	130(7)	2009	parachuting activities conducted by him.		Holder of a parachuting permission.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Union or already for decording of orbides for the												
			Using an aircraft for dropping of articles for the purpose of agriculture, horticulture, forestry or												
			training for such purposes, other than under an in												
316 Air Navigation Order	131(1)	2009	accordance with an aerial application certificate.			so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
310 All Havigation Order	131(1)	2003	Failing to make available an aerial application		Applicant for & holder of an aerial	30	Ly	Alternative for eliminal safetions	140	103	103	103	103	103	140
317 Air Navigation Order	131(4)	2009	manual to the CAA upon application.		application certificate.	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
- Control of the cont	- , ,														
			Failing to make available an aerial application		Applicant for & holder of an aerial										
318 Air Navigation Order	131(5)	2009	manual to a member of operating staff upon grant.		application certificate.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to make amendments or additions to an												
			aerial application manual when required to do so by												
319 Air Navigation Order	131(7)	2009	the CAA.		Holder of an aerial application certificate.	. SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Carrying on an aircraft munitions of war without the												
			permission of the CAA. Carrying on an aircraft												
			munitions of war without the operator informing the			1									
221 Air Navigation Order	133(2)	2000	commander in writing before the flight	with police AOC & non- UK registered aircraft & may be lawfully carried in that country.		TEM	1.5	Alternative for Criminal Sanctions	No	Yes	Yes	Voc	Voc	Voc	No
321 Air Navigation Order	133(2)	2009	commences.	may be lawrung carried III that country.	commercial air transport flight.	TEW	L5	Alternative for Criminal Sanctions	INU	162	162	Yes	Yes	Yes	No
			Carrying on an aircraft a sporting weapon or	Art 135: excluding flights under & in accordance											
			munition of war in a compartment or apparatus to	with police AOC & non- UK registered aircraft &											
322 Air Navigation Order	133(3	2009	which the public has access.	may be lawfully carried in that country.	commercial air transport flight.	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
in rearingation order	155(5	2003	Carrying on an aircraft a sporting weapon or	, 22 .2. rong correct in char country.			-								
			munition of war unless specific conditions complied												
			with. Taking or cause to be taken on board an												
			aircraft a sporting weapon or munition of war unless	Art 135: excluding flights under & in accordance											
			specific conditions complied with. Suspending or	with police AOC & non- UK registered aircraft &											
323 Air Navigation Order	134(1)	2009	causing t	may be lawfully carried in that country.	Person	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

					I							1			
			Recklessly or negligently acting in a manner likely to												
324 Air Navigation Order	137	2009	endanger an aircraft or any person therein.			TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Reckless or negligently causing or permitting an												
325 Air Navigation Order	137	2009	aircraft to endanger any person or property.			TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
326 Air Navigation Order	139(1)	2009	Entering an aircraft when drunk. Being drunk in an aircraft.			TEW	15	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
	(-)		Being under the influence of drink or a drug when												
			acting as a member of flight crew to such an extent												
327 Air Navigation Order	139(2)	2009	as to impair capacity to so act.			TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
328 Air Navigation Order	140(1)	2009	Not exhibiting a notice visible from each passenger seat indicating when smoking is prohibited		UK-registered aircraft.	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
320 All Navigation Order	140(1)	2003	Smoking in a compartment of an aircraft when		ok-registered aircraft.	30	.,	CIVII Salictions Frerends to Criminal Salictions	140	103	103	163	103	163	140
329 Air Navigation Order	140(2)	2009	smoking is prohibited by notice		UK-registered aircraft.	so	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to comply with a lawful command which the												
			commander of an aircraft has given for the purpose												
			of securing the safety of the aircraft & of persons or property carried therein or the safety, efficiency &												
330 Air Navigation Order	141	2009	regularity of air navigation.			so	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Using threatening, abusive or insulting words												
331 Air Navigation Order	142(a)	2009	towards a member of the crew of an aircraft.			SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Behaving in a threatening, abusive, insulting or												
332 Air Navigation Order	142(b)	2009	disorderly manner towards a member of the crew of an aircraft.			so	14	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
332 All Navigation Order	142(0)	2003	ananciaic			50		Atternative for Criminal Salictions	140	103	140	103	103	163	140
			Intentionally interfering with the performance by a												
333 Air Navigation Order	142(c)	2009	member of the crew of an aircraft of his duties.			TEW	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
224 No Noviewiew Codes	4.42	2000	Secreting for the purpose of being carried on an					Albertaking for Calasiani Counting		V					
334 Air Navigation Order	143	2009	aircraft without consent.			SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Causing or permitting an aircraft to make a flight		Operator of UK- registered aircraft on a										
			without an established scheme for the regulation of		public transport flight or operated by the										
335 Air Navigation Order	145(1) (a)	2009	flight times for every member of flight crew.		holder of a national AOC.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Couring or normitting on already to make a flight		Operator of LIV registered singraft on a										
			Causing or permitting an aircraft to make a flight without an CAA approved scheme for the regulation		Operator of UK- registered aircraft on a public transport flight or operated by the										
336 Air Navigation Order	145(1) (b)	2009	of flight times for every member of flight crew.		holder of a national AOC.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	1,1,1		, ,												
			Causing or permitting an aircraft to make a flight												
			without the scheme for the regulation of flight		Operator of LIV registered singraft on a										
			times being incorporated into the operations manual or in a document made available to every		Operator of UK- registered aircraft on a public transport flight or operated by the										
337 Air Navigation Order	145(1) (c)	2009	person flying as a member of the crew,		holder of a national AOC.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Causing or permitting an aircraft to make a flight												
			without having taken all such steps as are reasonably												
			practicable to ensure the provision of the scheme for the regulation of flight times will be complied with in		Operator of UK- registered aircraft on a										
			relation to every person flying as a member of its		public transport flight or operated by the										
338 Air Navigation Order	145(1) (d)	2009	crew.		holder of a national AOC.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Causing or permitting a person to fly as a member of												
			the crew knowing or having reason to believe that		Operator of LIV registered singraft on a										
			the person is suffering from or is likely to suffer from such fatigue as may endanger the safety of the		Operator of UK- registered aircraft on a public transport flight or operated by the										
339 Air Navigation Order	145(2)	2009	aircraft or its occupants.		holder of a national AOC.	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Causing or permitting a person to fly as a member of		Occupation of UK and in the C										
			the crew not having in his possession an accurate & up-to-date record showing flight times & functions in		Operator of UK- registered aircraft on a public transport flight or operated by the										
340 Air Navigation Order	145(3)	2009	respect of the preceding 28 days.		holder of a national AOC.	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	-1-7		,		Operator of UK- registered aircraft on a										
			Failing to preserve a record of flight times &		public transport flight or operated by an										
341 Air Navigation Order	145(4)	2009	functions for 12 months after the flight,	Subject to Art 159.	air transport undertaking.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Acting as a member of the crew of an aircraft knowing or suspecting that he is suffering from or												
			likely to suffer from such fatigue as may endanger												
342 Air Navigation Order	146(1)	2009	the safety of aircraft or its occupants.			TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Acting as a member of the crew of an aircraft having												
242 41-41-41-41	4.46(2)	2000	not ensured that the operator is aware of his flight					Chill Countries Desfaushie : Chill Countries							
343 Air Navigation Order	146(2)	2009	times during the preceding 28 days.			SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Acting as a member of the crew of a UK- registered												
			aircraft when the aggregate of all his previous flight												
344 Air Navigation Order	147(1)	2009	times exceeds the specified limit.	147(2) & (3): specified flights excluded.		SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

													1	
345 Air Navigation Order	148(1) (a)	2009	Failing to take appropriate measures to assess exposure to cosmic radiation.	Relevant undertaking.	TEW		Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
345 Air Navigation Order	140(1) (d)	2009	Failing to take appropriate measures to take into	Relevant undertaking.	IEVV	Lo	CIVII Salictions Preferable to Criminal Salictions	INO	162	162	res	162	162	INO
			account assessed exposures when organising work											
346 Air Navigation Order	148(1) (b)	2009	schedules.	Relevant undertaking.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			Failing to take appropriate measures to inform	•										
			workers concerned of the health risks their work											
347 Air Navigation Order	148(1) (c)	2009	involves.	Relevant undertaking.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			Failing to ensure that when a pregnant air crew											
			member is in flight the conditions of exposure to											
			cosmic radiation are such that the equivalent dose											
			to the foetus is as low as reasonably achievable &											
249 Air Navigation Order	148(2)	2009	unlikely to exceed 1 milliSievert during the	Relevant undertaking notified in writing	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
348 Air Navigation Order	140(2)	2009	remainder of the pregnancy.	of the pregnancy. 'Air crew' defined.	IEW	LO	Alternative for Criminal Sanctions	INO	res	res	162	162	162	Tes
			Causing or permitting an aeroplane to make a											
			commercial air transport flight without a CAA-											
			approved scheme for the regulation of flight times											
			and having taken all reasonably practicable steps to	Operator of EU- OPS aeroplane on										
349 Air Navigation Order	149	2009	ensure compliance by the crew	commercial air transport flight.			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flight without carrying the documents required by											
350 Air Navigation Order	150(1)	2009	country of registration. 150(4): except local flights.		so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			150(3): except EU- OPS aero	plane on										
			Failing to carry Schedule 9 documents when in commercial air transport flig											
351 Air Navigation Order	150(2)	2009	flight. local flights.	UK-registered aircraft.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
352 Air Navigation Order	151(1)	2009	Failing to keep cosmic radiation exposure records.	Relevant undertaking.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to produce cosmic radiation exposure											
			records within a reasonable time after being											
353 Air Navigation Order	151(2)	2009		Relevant undertaking.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to supply a copy of produce cosmic radiation											
			exposure records within a reasonable time after											
354 Air Navigation Order	151(3)	2009	being requested to do so by the person in respect of whom the record is kept.	Relevant undertaking.	TEW	10	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
334 Air Navigation Order	151(5)	2009	Failing to use a flight data recorder, cockpit voice	Relevant undertaking.	IEVV	Lo	CIVII Salictions Preferable to Criminal Salictions	INO	162	INO	162	162	162	INO
			recorder or a combination required by Sch 4 to be											
355 Air Navigation Order	152(1)	2009	carried.	Aeroplane.	so	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
	- , ,		Failing to use a flight data recorder, cockpit voice											
			recorder or a combination required by Sch 4 to be											
356 Air Navigation Order	152(2)	2009	carried.	Helicopter.	SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to preserve the last 25hrs of recording made											
357 Air Navigation Order	153(1) (a)	2009	by any flight data recorder required to be carried. Subject to Art 159.	Operator of an aeroplane	SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to preserve a record of a representative flight											
358 Air Navigation Order	153(1) (b)	2009	within the last 12 months. Subject to Art 159.	Operator of an aeroplane	SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
350 No Novice Name	454(2)	2000	Failing to preserve the last 8hrs of recording of a	Otfh-llt			Albania di La Galladia di Galladia		V		V	V	٧	
359 Air Navigation Order	154(2)	2009	flight data recorder required by Sch 4 to be carried. Subject to Art 159. Failing to preserve the last 8hrs of recording of a	Operator of a helicopter.	SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			combined cockpit voice recorder/flight data recorder											
360 Air Navigation Order	155(2)	2009	required by Sch 4 to be carried. Subject to Art 159.	Operator of a helicopter.	so	14	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
mangation order	155(1)	2003	Failing to produce specified documents within a	operator or a nemopres.	30			0				.03		
			reasonable time after being requested to do so by an											
361 Air Navigation Order	156(1)	2009	authorised person	Commander.	so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to cause to be produced Art 156(3) specified											
			documents within a reasonable time after being											
362 Air Navigation Order	156(2)	2009	requested to do so by an authorised person.	Operator of UK- registered aircraft.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to cause to be produced a licence including a					T	T	Ī	T		J	1
			certificate of validation within a reasonable time											
			after being requested to do so by an authorised											
363 Air Navigation Order	156(4)	2009	person.	ANO licence holder.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Falling to course to be produced a person-16-to-1-											
			Failing to cause to be produced a personal flying log											
			book within a reasonable time after being requested	Dorron required by Art 25 to I										
264 Air Navigation Order	156(5)	2000	to do so by an authorised person within a period of 2	Person required by Art 35 to keep a	so	12	Civil Sanctions Proforable to Criminal Sanctions	No	Voc	No	Voc	Voc	Voc	No
364 Air Navigation Order	156(5)	2009	years of the last entry.	personal flying log book.	30	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to cause to be produced any documents or											
			records relating to any air traffic service equipment											
			within a reasonable time after being requested to do											
			so by an authorised person within a period of 2 years											
365 Air Navigation Order	157	2009	of the last entry.	Holder of an Art 205 or 206 approval.	so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			'								,,,,			

					T	1			1						
					Operator required by ANO to preserve										
					records or documents who ceases to be										
					the operator or legal representative										
366 Air Navigation Order	159(2)	2009	Failing to preserve documents or records.		thereof in the event of death.	so	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to deliver upon demand certificates of												
			maintenance review & release to service, log books,												
267 No Novinski sa Osdan	450(4)	2009	weight schedule, flight recorder data records to a		0	so	L3	Civil Counties a Desferable to Calculate Counties		V			V	V	
367 Air Navigation Order	159(4)	2009	person who becomes the operator of an aircraft Failing to deliver upon demand to a person who is		Operator or personal representative.	SU	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			the operator of an aircraft in which is installed an												
			engine or variable pitch propeller from another												
			aircraft the log book relating to that engine or												
368 Air Navigation Order	159(5)	2009	propeller.		Operator or personal representative.	so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to deliver upon demand flight crew member												
			records to a person who is an operator of a UK-												
369 Air Navigation Order	159(6)	2009	registered public transport aircraft.		Operator or personal representative.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to notify CAA of departure from Rules within												
371 Air Navigation Order	160(5)	2009	10 days.			SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
373 Air Navigation Order	161(5)	2009	Failing to cause aircraft to leave restricted area.			SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
374 Air Navigation Order	161(6)	2009	Failing to comply with instructions to leave restricted or danger area.			so	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
57 7 All Havigation Order	101(0)	2003		160(15), (16), (18): exceptions for MOD		30		NOT SUITABLE FOI CIVIL SUITETIONS	INU	INU	INU	INU	INU	140	INU
			Acting as the organiser of a flying display without the												
375 Air Navigation Order	162(1)	2009		displays, aircraft race/contest.		so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to take all reasonable steps before he												
			participates to satisfy himself that the fly display		Commander of an aircraft intending to										
376 Air Navigation Order	162(2) (a)	2009	director has been granted permission.		participate in a flying display.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to take all reasonable steps before he												
			participates to satisfy himself that the flight can												
377 Air Navigation Order	162(2) (b)	2009	comply with any relevant conditions of the permission.		Commander of an aircraft intending to participate in a flying display.	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
377 Air Navigation Order	102(2) (0)	2009	permission.		participate in a flying display.	30	L4	Alternative for Criminal Salictions	INO	res	res	162	res	162	INO
			Failing to take all reasonable steps before he												
			participates to satisfy himself that the pilot has been		Commander of an aircraft intending to										
378 Air Navigation Order	162(2) (c)	2009	granted the appropriate pilot display authorisation.		participate in a flying display.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
					Commander of an aircraft participating in										
			Failing to comply with the conditions of a		a flying display for which permission has										
379 Air Navigation Order	162(3)	2009	permission.		been granted.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Asking a suffer of an almost a substantial backers in a finite of												
			Acting as pilot of an aircraft participating in a flying display without holding an appropriate pilot display												
			authorisation. Acting as pilot of an aircraft												
			participating in a flying display without complying												
380 Air Navigation Order	162(4)	2009	with the conditions of a pilot display au			so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Permitting a person to act as pilot of an aircraft												
			which participates in a flying display when such				1								
			person does not hold an appropriate pilot display				[
381 Air Navigation Order	162(5)	2009	authorisation.		Flying display director.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Permitting a military aircraft to participate in a flying				1								
			display other than in compliance with specified conditions subject to which permission has been												
382 Air Navigation Order	162 (17)	2009	granted.		Flying display director.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flying within 60m of vessel, vehicle or structure		, , , , , , , , , , , , , , , , , , , ,							. 23			
383 Air Navigation Order	163(3)	2009	without permission.		Balloon in captive or tethered flight.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flying within an aerodrome traffic zone without												
384 Air Navigation Order	163(3) (a)	2009	permission.		Balloon in captive flight.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flying at a height of more than 60m agl without												
385 Air Navigation Order	163(3) (b)	2009	permission.		Balloon in captive or tethered flight.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
386 Air Navigation Order	163(4)	2009	Flying in notified airspace without permission.		Uncontrollable balloon in captive or released flight.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
360 All Havigation Order	103(4)	2003		Except during the day & in visual meteorological	released night.	30	L-17	Arternative for Criminal Sanctions	140	103	163	103	163	163	140
387 Air Navigation Order	163(5) (a)	2009	VMC	conditions.	Controllable balloon	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
<u> </u>															
388 Air Navigation Order	163(6) (a)	2009	Flying within notified airspace without permission.		Controllable balloon in tethered flight.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Flying within an aerodrome traffic zone of a notified												
389 Air Navigation Order	163(6) (b)	2009	aerodrome without permission.		Controllable balloon in tethered flight.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
200 Air Novigeting Only	163/71	2000	Flying without being securely moored. Flying without		Dolloon in continu fil-t-	50		Alternative for Criminal County			V	V)/	Ve -	
390 Air Navigation Order	163(7)	2009	being left unattended.	deflation.	Balloon in captive flight.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

													i I		
			Causing or permitting a group of small balloons										,		
			exceeding 1,000 to be simultaneously released at a										,		
			single site wholly or partly within the ATZ of a										,		
Ala Naviantina Ondan	462(0) (-)	2000	notified aerodrome during the notified operating					Albania Alia Garaga Calania al Canada					l v	V	
Air Navigation Order	163(8) (a)	2009	hours without 28 days notice in writing to the CAA.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	
			Causing or permitting a group of small balloons										,		
			exceeding 2,000 but not exceeding 10,000 to be simultaneously released at a single site within										,		
			notified airspace or within the ATZ of a notified										,		
			aerodrome during the notified operating hours										,		
2 Air Navigation Order	163(8) (b)	2009	without permission of the CAA			so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	
LAII Navigation Order	103(8) (0)	2003	Causing or permitting a group of small balloons			30	L4	Alternative for Criminal Sanctions	INU	163	163	163	163	163	
			exceeding 10,000 to be simultaneously released at a										,		
3 Air Navigation Order	163(8) (c)	2009	single site without permission.			so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	
7 III Havigation Oraci	105(0) (0)	2003	Launching by winch & cable or ground tow to a			50		Automotive for criminal surfaceous		103	103	103	1	103	
4 Air Navigation Order	164(2) (a)	2009	height more than 60m agl without permission.		Glider or parascending parachute	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	
0	- () (-)														
			Flying at a height of more than 30m agl within										,		
			aerodrome traffic zone of notified aerodrome during										,		
5 Air Navigation Order	164(2) (b)	2009	the notified hours of operation without permission.		Kite	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	
			Flying at a height or more than 60m agl without												
Air Navigation Order	164(2) (c)	2009	permission.		Kite	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	
			Launching by winch & cable or ground tow within				1						 		
			aerodrome traffic zone of notified aerodrome during										I		
Air Navigation Order	164(2) (d)	2009	the notified hours of operation without permission.		Parascending parachute.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	
			Mooring other than at a notified aerodrome without		Airship with a capacity exceeding 3000										
Air Navigation Order	165(2)	2009	permission.		cubic metres.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	
			Mooring within 2km of a congested area without		Airship with a capacity of 3000 cubic								,		
Air Navigation Order	165(3)		permission.	Unless moored at a notified aerodrome	metres or less	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	
Air Navigation Order	165(4)	2009	Not securely moored. Leaving unattended.		Airship moored in the open.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	
			Causing or permitting an article or animal to be										,		
L			dropped from a small unmanned aircraft so as to				l						 		
Air Navigation Order	166(1)	2009	endanger persons or property.			SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	
l			Flying without being reasonably satisfied that the		Person in charge of a small unmanned		l							l .	
Air Navigation Order	166(2)	2009	flight can be safely made.		aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	
l., ., ., .,			Failing to maintain direct, unaided visual contact		Person in charge of a small unmanned		l						 		
Air Navigation Order	166(3)	2009	sufficient to monitor flight path.		aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	
					Descen in charge of a small upper and								I		
			Elving in Class A. C. D.or E aircnaso without the		Person in charge of a small unmanned								I		
Air Navigation Order	166(4) (c)	2000	Flying in Class A, C, D or E airspace without the		aircraft which weighs more than 7kg	so	L4	Alternative for Criminal Sanations				Yes	V	Ve-	
Air Navigation Order	1100(41(8)		permission of the appropriate ATC unit.		without fuel but including equipment.	SO	L4	Alternative for Criminal Sanctions		Voc		160	Yes	Yes	
	(-/(-/	2005							No	Yes	Yes		,——,		
	255(1)(2)	2003			Porcon in charge of a small unmanned				No	Yes	Yes				
		2003	Ehring within an AT7 during the notified house of		Person in charge of a small unmanned				No	Yes	Yes				
Air Navigation Order			Flying within an ATZ during the notified hours of		aircraft which weighs more than 7kg	so	14	Alternative for Criminal Spections						Voc	
5 Air Navigation Order			Flying within an ATZ during the notified hours of watch without permission.			so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	
Air Navigation Order					aircraft which weighs more than 7kg without fuel but including equipment.	SO	L4	Alternative for Criminal Sanctions						Yes	
5 Air Navigation Order			watch without permission.		aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned	so	L4	Alternative for Criminal Sanctions						Yes	
	166(4) (b)	2009	watch without permission. Flying at a height of more than 400ft above the	Unless within 166(4)(a) or (b)	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg				No	Yes	Yes	Yes	Yes		
		2009	watch without permission. Flying at a height of more than 400ft above the surface	Unless within 166(4)(a) or (b).	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment.	SO SO	L4	Alternative for Criminal Sanctions Alternative for Criminal Sanctions							
Air Navigation Order	166(4) (b)	2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without	Unless within 166(4)(a) or (b).	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned	so	L4	Alternative for Criminal Sanctions	No.	Yes	Yes	Yes Yes	Yes Yes	Yes	
Air Navigation Order	166(4) (b)	2009	watch without permission. Flying at a height of more than 400ft above the surface	Unless within 166(4)(a) or (b).	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft.				No	Yes	Yes	Yes	Yes	Yes	
Air Navigation Order	166(4) (b) 166(4) (c) 166(5)	2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without permission.	Unless within 166(4)(a) or (b).	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned	so	L4	Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No.	Yes	Yes Yes Yes	Yes Yes Yes	Yes Yes	Yes Yes	
Air Navigation Order Air Navigation Order	166(4) (b)	2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested	Unless within 166(4)(a) or (b).	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned	so so	L4	Alternative for Criminal Sanctions	No No	Yes Yes Yes	Yes	Yes Yes	Yes Yes Yes	Yes Yes	
Air Navigation Order Air Navigation Order	166(4) (b) 166(4) (c) 166(5) 167(1)	2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested Flight over or within 150m of an organised open-air	Unless within 166(4)(a) or (b).	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned surveillance aircraft	so so	L4	Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No	Yes Yes Yes	Yes Yes Yes	Yes Yes Yes	Yes Yes Yes	Yes Yes	
Air Navigation Order Air Navigation Order Air Navigation Order	166(4) (b) 166(4) (c) 166(5) 167(1) 167(1) &	2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested	Unless within 166(4)(a) or (b).	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned	so so	L4	Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No	Yes Yes Yes	Yes Yes Yes	Yes Yes Yes	Yes Yes Yes	Yes Yes Yes	
Air Navigation Order Air Navigation Order Air Navigation Order	166(4) (b) 166(4) (c) 166(5) 167(1)	2009 2009 2009 2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested Flight over or within 150m of an organised open-air assembly or more than 1,000 persons without	Unless within 166(4)(a) or (b).	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned	so so	L4	Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No No	Yes Yes Yes	Yes Yes Yes	Yes Yes Yes	Yes Yes Yes	Yes Yes Yes	
Air Navigation Order Air Navigation Order Air Navigation Order	166(4) (b) 166(4) (c) 166(5) 167(1) 167(1) &	2009 2009 2009 2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested Flight over or within 150m of an organised open-air assembly or more than 1,000 persons without permission	Unless within 166(4)(a) or (b).	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned	so so	L4	Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No No	Yes Yes Yes	Yes Yes Yes	Yes Yes Yes	Yes Yes Yes	Yes Yes Yes	
Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order	166(4) (b) 166(4) (c) 166(5) 167(1) 167(1) & (2)(b)	2009 2009 2009 2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested Flight over or within 150m of an organised open-air assembly or more than 1,000 persons without permission Flight within 50m of any vessel, vehicle or structure	Unless within 166(4)(a) or (b).	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned surveillance aircraft. Person in charge of small unmanned surveillance aircraft	so so	L4	Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No No	Yes Yes Yes	Yes Yes Yes	Yes Yes Yes	Yes Yes Yes	Yes Yes Yes	
Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order	166(4) (b) 166(4) (c) 166(5) 167(1) 167(1) & (2)(b) 167(1) &	2009 2009 2009 2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested Flight over or within 150m of an organised open-air assembly or more than 1,000 persons without permission Flight within 50m of any vessel, vehicle or structure no under the control of the person in charge of the	Unless within 166(4)(a) or (b).	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft	so so so	L4	Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No No No	Yes Yes Yes Yes Yes	Yes Yes Yes Yes	Yes Yes Yes Yes Yes	Yes Yes Yes Yes	Yes Yes Yes	
Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order	166(4) (b) 166(4) (c) 166(5) 167(1) 167(1) & (2)(b) 167(1) &	2009 2009 2009 2009 2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested Flight over or within 150m of an organised open-air assembly or more than 1,000 persons without permission Flight within 50m of any vessel, vehicle or structure no under the control of the person in charge of the	Unless within 166(4)(a) or (b). 167(4): except person in charge/	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft	so so so	L4	Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No No No	Yes Yes Yes Yes Yes	Yes Yes Yes Yes	Yes Yes Yes Yes Yes	Yes Yes Yes Yes	Yes Yes Yes Yes	
Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order	166(4) (b) 166(5) 167(1) 167(1) & (2)(b) 167(3)	2009 2009 2009 2009 2009 2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested Flight over or within 150m of an organised open-air assembly or more than 1,000 persons without permission Flight within 50m of any vessel, vehicle or structure no under the control of the person in charge of the aircraft without permission. Taking-off within 30m or a person. Launching a small rocket without satisfying	167(4): except person in charge/ 168(2): excluding Outer Space Act activities or	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft	so so so so so	L4 L4 L4	Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No No No No No	Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes	Yes Yes Yes Yes	
Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order	166(4) (b) 166(4) (c) 166(5) 167(1) 167(1) & (2)(b) 167(1) & (2)(c)	2009 2009 2009 2009 2009 2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested Flight over or within 150m of an organised open-air assembly or more than 1,000 persons without permission Flight within 50m of any vessel, vehicle or structure no under the control of the person in charge of the aircraft without permission. Taking-off within 30m or a person. Launching a small cocket without satisfying applicable 168(4), (5) or (6) conditions.	167(4): except person in charge/	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft	so so so	L4 L4 L4	Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No No No No	Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes	
Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order	166(4) (b) 166(5) 167(1) 167(1) & (2)(b) 167(3)	2009 2009 2009 2009 2009 2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested Flight over or within 150m of an organised open-air assembly or more than 1,000 persons without permission Flight within 50m of any vessel, vehicle or structure no under the control of the person in charge of the aircraft without permission. Taking-off within 30m or a person. Launching a small rocket without satisfying	167(4): except person in charge/ 168(2): excluding Outer Space Act activities or	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft	so so so so so	L4 L4 L4	Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No No No No No	Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes	
Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order	166(4) (b) 166(5) 167(1) 167(1) & (2)(b) 167(3)	2009 2009 2009 2009 2009 2009 2009	watch without permission. Flying at a height of more than 400ft above the surface surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested Flight over or within 150m of an organised open-air assembly or more than 1,000 persons without permission Flight within 50m of any vessel, vehicle or structure no under the control of the person in charge of the aircraft without permission. Taking-off within 30m or a person. Launching a small rocket without satisfying applicable 168(4), (5) or (6) conditions. Aerial work flight other than under & in accordance with CAA permission.	167(4): except person in charge/ 168(2): excluding Outer Space Act activities or	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft	so so so so so	L4 L4 L4	Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No No No No No	Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes	
Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order	166(4) (b) 166(4) (c) 166(5) 167(1) 167(1) & (2)(b) 167(1) & (2)© 167(3) 168(3) 168(7)	2009 2009 2009 2009 2009 2009 2009 2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested Flight over or within 150m of an organised open-air assembly or more than 1,000 persons without permission Flight within 50m of any vessel, vehicle or structure no under the control of the person in charge of the aircraft without permission. Taking-off within 30m or a person. Launching a small rocket without satisfying applicable 168(4), (5) or (6) conditions. Aerial work flight other than under & in accordance with CAA permission.	167(4): except person in charge/ 168(2): excluding Outer Space Act activities or	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft	so so so so so so so so so so so so so s	L4 L4 L4 L4 L4 L4 L4 L4 L4 L4 L4 L4 L4 L	Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No No No No No No No No No No No No N	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes	
Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order	166(4) (b) 166(4) (c) 166(5) 167(1) 167(1) & (2)(b) 167(1) & (2)© 167(3) 168(3)	2009 2009 2009 2009 2009 2009 2009 2009	watch without permission. Flying at a height of more than 400ft above the surface surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested Flight over or within 150m of an organised open-air assembly or more than 1,000 persons without permission Flight within 50m of any vessel, vehicle or structure no under the control of the person in charge of the aircraft without permission. Taking-off within 30m or a person. Launching a small rocket without satisfying applicable 168(4), (5) or (6) conditions. Aerial work flight other than under & in accordance with CAA permission.	167(4): except person in charge/ 168(2): excluding Outer Space Act activities or	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft	so so so so so	L4 L4 L4 L4 L4 L4 L4 L4 L4	Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No No No No No No No No	Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes	
Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order	166(4) (b) 166(4) (c) 166(5) 167(1) 167(1) & (2)(b) 167(1) & (2)© 167(3) 168(3) 168(7)	2009 2009 2009 2009 2009 2009 2009 2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested Flight over or within 150m of an organised open-air assembly or more than 1,000 persons without permission Flight within 50m of any vessel, vehicle or structure no under the control of the person in charge of the aircraft without permission. Taking-off within 30m or a person. Launching a small rocket without satisfying applicable 168(4), (5) or (6) conditions. Aerial work flight other than under & in accordance with CAP permission.	167(4): except person in charge/ 168(2): excluding Outer Space Act activities or	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned surveillance aircraft the person in charge of small unmanned surveillance aircraft the person in charge of small unmanned surveillance aircraft the person in charge of small unmanned surveillance aircraft the person in charge of small unmanned surveillance aircraft the person in charge of small unmanned surveillance aircraft the small unmanned unma	so so so so so so so so so so so so so s	L4 L4 L4 L4 L4 L4 L4 L4 L4 L4 L4 L4 L4 L	Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No No No No No No No No No No No No N	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes	
Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order Air Navigation Order	166(4) (b) 166(4) (c) 166(5) 167(1) 167(1) & (2)(b) 167(1) & (2)© 167(3) 168(3) 168(7)	2009 2009 2009 2009 2009 2009 2009 2009	watch without permission. Flying at a height of more than 400ft above the surface Flying for the purposes of aerial work without permission. Flight over or within 150m of a congested Flight over or within 150m of an organised open-air assembly or more than 1,000 persons without permission Flight within 50m of any vessel, vehicle or structure no under the control of the person in charge of the aircraft without permission. Taking-off within 30m or a person. Launching a small rocket without satisfying applicable 168(4), (5) or (6) conditions. Aerial work flight other than under & in accordance with CAA permission.	167(4): except person in charge/ 168(2): excluding Outer Space Act activities or	aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft which weighs more than 7kg without fuel but including equipment. Person in charge of a small unmanned aircraft. Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft Person in charge of small unmanned surveillance aircraft	so so so so so so so so so so so so so s	L4 L4 L4 L4 L4 L4 L4 L4 L4 L4 L4 L4 L4 L	Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No No No No No No No No No No No No N	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

			Permitting a person to act as an air traffic controller											
			without such person holding an appropriate licence											
			& being satisfied that the person is competent to											
416 Air Navigation Order	170	2009	perform his duties.	Holder of an air traffic control approval.	SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Providing an ATC service other than in accordance											
			with standards & procedures specified in a manual											
417 Air Navigation Order	171(a)	2009	of air traffic services		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Providing an ATC service without producing a manual											
			of air traffic services to the CAA within a reasonable											
418 Air Navigation Order	171(b)	2009	time after a request for production.		SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Providing an ATC service without making											
440 Ala Naudantina Onder	474(-)	2000	amendments or additions to the manual of air traffic				Chill Countries - Boofeeship to Colonies I Countries				V		V	
419 Air Navigation Order	171(c)	2009	service as required.	Developing the shares of an arrandom seather	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to inform the CAA in advance of the navieds R	Person in charge of an aerodrome, other										
420 Air Navigation Order	172(a)	2009	Failing to inform the CAA in advance of the periods & times at which the equipment is to be in operation.	than govt. aerodrome, with specified equipment.	so	14	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
420 All Navigation Order	1/2(a)	2003	unies at which the equipment is to be in operation.	equipment.	30	L4	CIVII SALICTIONS FIETERABLE to CHIMINAL SALICTIONS	INU	163	INU	163	163	163	INU
				Person in charge of an aerodrome,other										
			Not providing an approach control service during the	than govt. aerodrome, with specified										
421 Air Navigation Order	172(b)	2009		equipment.	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
-121 / III Havigation Graci	172(0)	2003	Not providing a service or means in accordance with	equipment	50		Automotive for criminal partetions	110	103	103	103	103	103	
422 Air Navigation Order	173(5)	2009	an air traffic direction.	Person directed.	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	-,-,		Not providing a service in accordance with an											
423 Air Navigation Order	174(4)	2009	airspace policy direction.	Person directed.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	1 '		Causing or permitting a call sign to be used for a	Person in charge of an aerodrome with 2										
424 Air Navigation Order	175	2009		way radio communication.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Acting as an air traffic controller or holding himself											
			out as a person who may so act without holding or											
425 Air Navigation Order	177(1)	2009	complying with the requirements. 179: exceptions		TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Acting as a student air traffic controller or holding											
			himself out as a person who may so act without											
426 Air Navigation Order	178(1)	2009	holding or complying with the requirements. 179: exceptions		TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Failing to inform the air navigation service provider											
427 Air Navigation Order	189(1)	2009	or CAA when a rating has ceased to be valid	Holder of a rating.	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to notify that he has ceased to act as an air											
428 Air Navigation Order	189(2)	2009	traffic controller at a particular unit.	Air traffic controller.	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
429 Air Navigation Order	190	2009	Failing to keep records.	Air navigation service provider.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Not informing the CAA in writing as soon as possible											
			of a personal injury or illness involving incapacity	Holder of an air traffic controller's										
430 Air Navigation Order	192(1) (a)	2009		licence.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Acting as an air traffic controller knowing or											
			suspecting he is suffering from or likely to suffer											
422 Ale Neudentlee Onder	400	2000	from such fatigue as may endanger the safety or		TC)4/		New Collection Collection and Collection							
432 Air Navigation Order	193	2009			TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Acting as an air traffic controller or student air traffic											
			controller whilst under the influence of drink or a											
433 Air Navigation Order	194(1)	2009	drug to such an extent as to impair his capacity to so act.		TEW		Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
433 All Navigation Order	154(1)	2003			ILVV	LJ	Not suitable for Civil salictions	INU	INU	INU	INU	INU	INU	INU
			Acting as a air traffic controller or student air traffic											
434 Air Navigation Order	195	2009	controller having failed last examination, assessment or test.		so	13	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
	193	2003	Providing training without being a certified training		100		Saluable for Givin Saluctions	140	140	140	140	140	140	140
435 Air Navigation Order	198(1)	2009	provider.		so	13	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
	130(1)	2003	Failing to produce any record or document required		30	-		140	103	103	103	163	163	163
			by and when requested to do so by an authorised			1								
436 Air Navigation Order	199	2009	person within a reasonable time.	Certified training provider.	so	13	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
- January Charles	133	_000	Acting as a flight information service officer or				and the control of th							
			holding out as a person who may so act without											
			being the holder of & complying with the terms of a			1								
437 Air Navigation Order	202(1) (a)	2009	FISO's licence.		so	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
<u> </u>	, , , (=)		Acting as a FISO without identifying himself in the						1					
438 Air Navigation Order	202(1) (b)	2009	notified manner.		so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	1		Providing a flight information service other than in											
			accordance with standards & procedures specified in			1								
439 Air Navigation Order	204(a)	2009	a manual of air traffic services.		so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	1		Providing a flight information service without											
			producing a manual of air traffic services to the CAA											
			within a reasonable time after a request for											
440 Air Navigation Order	204(b)	2009	production.		SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			· · · · · · · · · · · · · · · · · · ·				·		_		_	_		_

					1		1								
			Providing a flight information service without making												
			amendments or additions to the manual of air traffic												
441 Air Navigation Order	204(c)	2009	service as required.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Causing or permitting air traffic service equipment to												
			be established or used in the UK otherwise than												
			under & in accordance with the terms of an approval												
442 Air Navigation Order	205(1)	2009	granted to the person in charge of the equipment.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
					Person in charge of an aeronautical radio										
442 Ala Naudandan Ondan	205(2)	2000	Failing to notify the type & availability of operation		station at an aerodrome for which a			Albania di la fan Calania di Canadiana			V			V	
443 Air Navigation Order	205(3)	2009	of a service that is available to aircraft.		licence for public use has been granted.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
444 Air Navigation Order	206(1)	2000	Failing to keep equipment records. Failing to		Person in charge of air traffic service	so	L3	Civil Constions Desferable to Criminal Constions	No	Yes	No	Voc	Yes	Vac	No
444 Air Navigation Order	206(1)	2009	preserve equipment records.		equipment.		LS	Civil Sanctions Preferable to Criminal Sanctions	No	res	INO	Yes	res	Yes	No
445 Air Navigation Order	206(2)	2009	Failing to provide recording apparatus.		Person in charge of an aeronautical radio station.	so	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
445 All Havigation Order	200(2)	2003	Failing to ensure that the apparatus is capable of		Person in charge of air traffic service	30	LT	Arternative for Criminal Sanctions	140	163	140	103	163	163	140
446 Air Navigation Order	206(4)	2009	recording & replaying		equipment in respect of which	so	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
440 All Havigation Order	200(4)	2003	recording & replaying		Person in charge of air traffic service	30		Arternative for Criminal Sanctions	140	163	140	103	163	103	140
			Failing to ensure that the apparatus is in operation at		equipment in respect of which recording										
447 Air Navigation Order	206(5) (a)	2009	all times when the equipment is being used.		apparatus is required.	so	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
	(0) (0)				Person in charge of air traffic service			January Surfaceout			5				
			Failing to ensure that each record complies with		equipment in respect of which recording										
448 Air Navigation Order	206(5) (b)	2009	Part B Schedule 12 requirements.		apparatus is required.	so	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
	1-7,1-7				Person in charge of air traffic service										
			Causing or permitting apparatus to be used without		equipment in respect of which recording										
449 Air Navigation Order	206(5) (c)	2009	CAA approval.		apparatus is required.	so	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
	1,71,7				Person in charge of air traffic service										
					equipment in respect of which recording										
450 Air Navigation Order	206(5) (d)	2009	Failing to comply with the terms of an approval.		apparatus is required.	so	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to ensure a Part B Schedule 12 compliant												
			record is kept or summary recorded where the												
451 Air Navigation Order	206(8)	2009	apparatus ceases to be capable of recording.		Person required to provide apparatus.	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to ensure apparatus is rendered serviceable		Person in charge of the air traffic service										
452 Air Navigation Order	206(9)	2009	as soon as reasonably practicable		equipment.	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
					Person in charge of the air traffic service										
453 Air Navigation Order	206 (10)	2009	Failing to preserve records		equipment.	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to preserve records having ceased to be a												
454 Air Navigation Order	206 (12)	2009	person in charge of the air traffic service equipment.		Person required to preserve records.	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to deliver records to person becoming the												
455 Air Navigation Order	206 (14)	2009	person in charge of air traffic service equipment.					Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to produce a record within a reasonable time												
			after being requested to do so by an authorised		Person in charge of the air traffic service										
456 Air Navigation Order	206 (15)	2009	person.		equipment.			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Taking-off or landing in the UK other than at a												
			licensed aerodrome, or at a government aerodrome	NEV Europe and a R to accordance with											
457 Air Novigotion Ord	207/1)	2000		8(5): Except under & in accordance with	200, specifies flights to which a ! ! !	0.0	14	Alternative for Criminal Constions	No	Yes	Va-	Ve	Yes	Vec	NI-
457 Air Navigation Order	207(1)	2009	accordance with any applicable conditions. police	ice AOC.	208: specifies flights to which applicable.	SU	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Downitting on aircraft to take off or land at s												
			Permitting an aircraft to take-off or land at an												
			unlicensed aerodrome without being satisfied on												
458 Air Navigation Order	208A (1)	2000	reasonable grounds that the aerodrome has adequate facilities for the safe conduct of the flight.		Operator of unlicensed accodroms	so	L4	Alternative for Criminal Sanctions	No	Yes	Voc	Voc	Voc	Voc	No
458 Air Navigation Order	200A (1)	2009	auequate raciilles for the sale conduct of the flight.		Operator of unlicensed aerodrome.	SO	L4	ARCHITAGIVE TOT CHIMINAL SANCTIONS	No	res	Yes	Yes	Yes	Yes	No
			Taking off or landing at an unlicensed aerodrome for												
			the purpose of giving instruction in flying or carrying												
			out flight tests for the purpose of granting a pilot's												
			licence without being satisfied on reasonable												
			grounds that the aerodrome has adequate facilities												
459 Air Navigation Order	208A (2)	2009	for the safe conduct of such flights		Commander	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to operate such lighting as will enable a public			1	1	January Surface Const.							
			transport passenger helicopter flight to identify the												
			landing area, determine the landing direction, to		Person in charge of area of UK intended										
			make a safe approach & landing, & make a safe take-		to be used for taking-off or landing or										
460 Air Navigation Order	209(1)	2009	off.		helicopters at night	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	,		Taking-off or landing at a place without 126(3)(a)		Public transport passenger helicopter	1	1		.10		. 23				
461 Air Navigation Order	209(2)	2009	lighting in operation.		flight at night.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to furnish on request information concerning		-										
462 Air Navigation Order	211(3)	2009	the terms of the licence.		Holder of an aerodrome licence.	so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
									-						

			I				1		т						
			Contravening, or causing or permitted contravention												
			of, a condition of the aerodrome licence in relation												
463 Air Navigation Order	211(4)	2009	to an aircraft on an Art 126(2) flight.		Holder of an aerodrome licence.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to take all reasonable steps to secure the												
			aerodrome & airspace within which its visual traffic												
ACA Ala Nasilantia a Ondas	211(5)	2009	pattern is contained are safe at all times for use by aircraft.		Unider of an arradonna Paraga			Alternative for Colonian Counting		V	V			V	
464 Air Navigation Order	211(5)	2009	Failing to furnish the CAA amendments or additions		Holder of an aerodrome licence	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			to the aerodrome manual before or immediately												
465 Air Navigation Order	211(8) (a)	2009	after they came into effect.		Holder of an aerodrome licence	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to make additions or amendments to the												
466 Air Navigation Order	211(8) (b)	2009	aerodrome manual as required.		Holder of an aerodrome licence	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
467 Air Navigation Order	211(8) (c)	2009	Failing to maintain the aerodrome manual		Holder of an aerodrome licence	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
407 All Havigation Order	211(0) (0)	2003	Talling to maintain the across one manual		riolder of all aerodrome licence	30	LT	Alternative for Criminal Sanctions	140	103	163	103	103	103	140
			Failing to make the aerodrome manual available to												
468 Air Navigation Order	211(9)	2009	each member of the aerodrome operating staff.		Holder of an aerodrome licence	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Falling to take all reasonable stone to convert hat												
	211		Failing to take all reasonable steps to secure that each member of the aerodrome staff is aware of the												
469 Air Navigation Order	(10)(a)	2009	relevant contents of the aerodrome manual		Holder of an aerodrome licence	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to take all reasonable steps to secure that												
			each member of the aerodrome staff undertakes his												
	211		duties in conformance with the relevant provisions												
470 Air Navigation Order	(10)(b)	2009	of the aerodrome manual		Holder of an aerodrome licence	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to cause to be notified the times during which												
			the aerodrome will be available for the take-off or												
			landing of aircraft flying for the purpose of												
			commercial air transport of passengers, public												
471 Air Navigation Order	212(4)	2009	transport of passengers or instruction in flying. Failing to supply information to the Secretary of		Holder of a public use licence.	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
472 Air Navigation Order	213	2009	State		Holder of a public use licence.	so	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
V			Failing to cause the aerodrome & all of its air												
			navigation facilities to b available for use by aircraft												
			registered in other Contracting States, or												
473 Air Navigation Order	214	2009	Commonwealth on same terms as UK-registered aircraft.		Person in charge of any aerodrome in the UK which is open to public use.	so	13	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
473 All Navigation Order	214	2009	Obstructing or interfering with a member of the		ok which is open to public use.	30	LJ	Alternative for Criminal Sanctions	INU	163	INU	163	163	163	NO
			Rescue & Fire Fighting Service at a licence												
474 Air Navigation Order	214A (3)	2009	aerodrome.			SO	L3	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Causing or permitting fuel to be delivered to or from the installation to an aircraft not being satisfied that												
			the installation is capable of storing & dispensing the												
475 Air Navigation Order	217(1) (a)	2009	fuel so as not to render it unfit for use in aircraft	217(3): except fuel removed from aircraft.	Aviation fuel installation manager.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			Causing or permitting fuel to be delivered to or from												
476 Air Navigation Order	217(1) (b)	2009	the installation to an aircraft not being satisfied that the installation is marked in an appropriate manner	217/2): except fuel removed from aircraft	Aviation fuel installation manager.	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
470 All Navigation Order	217(1)(0)	2009	the installation is marked in an appropriate manner	217(3). except ider removed from aircraft.	Aviation ruer installation manager.	30	L4	Alternative for Criminal Salictions	INU	163	163	163	163	163	163
			Causing or permitting fuel to be delivered to or from												
			the installation to an aircraft not being satisfied that												
477 Air Navigation Order	217(1) (c)	2009	that the fuel has been sampled & is fit for use.	217(3): except fuel removed from aircraft.	Aviation fuel installation manager.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			Causing or permitting fuel to be dispensed to an aircraft not being satisfied as a result of sampling												
478 Air Navigation Order	217(2)	2009	that the fuel is fit for use.		Aviation fuel installation manager.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
and the same of th	(-/														
479 Air Navigation Order	217(4)	2009	Failing to keep written records.		Aviation fuel installation manager			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
480 Air Navigation Order	217(5) (a)	2009	Failing to preserve written records for 12 months. Failing to produce written records to an authorised		Aviation fuel installation manager			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			person within a reasonable time after being												
481 Air Navigation Order	217(5) (b)	2009	requested to do so.		Aviation fuel installation manager			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Causing or permitting fuel to be dispensed for use in												
			an aircraft knowing or having reason to believe that												
482 Air Navigation Order	217(6)	2009	the fuel is not fit for use.			TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Establishing, maintaining or altering an aeronautical beacon or aeronautical ground light without												
483 Air Navigation Order	218(1)	2009	permission.			so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Intentionally or negligently damaging or interfering												
484 Air Navigation Order	218(3)	2009	with an aeronautical ground light.			so	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	Yes
AOF Ale New Jersey	242(1)	2000	Failing to ensure that an en-route obstacle is fitted		Donne la deservation de la constantina			Albania Abrus Fau Calardia I C							
485 Air Navigation Order	219(1)	2009	with required lights.		Person in charge of an en-route obstacle.			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

	1	1	F-W		1	_								
486 Air Navigation Order	219(2)	2009	Failing to ensure that the required lights on an enroute obstacle are displayed at night.	Person in charge of an en-route obstacle.	. so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
100 7th Havigation order	223(2)	2003	Failing to repair or replace a failed light as soon as	reson in charge of an en route obstacle	. 50		Accordance for Grammar Surfections		103	103	103	103	103	
487 Air Navigation Order	219(3)	2009	reasonably practicable.	Person in charge of an en-route obstacle	. so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
488 Air Navigation Order	219(4)	2009	Failing to fit or arrange sufficient lights.		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to ensure that a wind turbine generator is											
			fitted with at least one medium intensity steady red	Person in charge of a wind turbine										
489 Air Navigation Order	220(2)	2009	light the required lights.	generator in UK waters.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Failing to fit required lights so as to shown when	Borron in charge of a wind turbing										
490 Air Navigation Order	220(4)	2009	Failing to fit required lights so as to shown when displayed in all directions without interruption.	Person in charge of a wind turbine generator in UK waters.	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
450 All Navigation Order	220(4)	2003	Failing to ensure that the required lights are	Person in charge of a wind turbine	30	L-4	Alternative for Criminal Salictions	140	163	163	103	163	103	- 140
491 Air Navigation Order	220(6)	2009	displayed at night.	generator in UK waters.	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Exhibiting a light which by reason of its glare is liable											
			to endanger aircraft taking- off or landing at an											
492 Air Navigation Order	221(1) (a)	2009	aerodrome.	In the UK.	SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Exhibiting a light which by reason of its liability to be											
402 No Novice No.	224/41/51	2000	mistaken for a aeronautical ground light is liable to	to the LUK			Not Calculate for Chill Consultance							
493 Air Navigation Order	221(1)(b)	2009	endanger aircraft.	In the UK.	SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
495 Air Navigation Order	222	2009	Directing or shining a light at an aircraft in flight so as to dazzle or distract the pilot.	In the UK.	so	14	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
1337th Havigation Graci		2003	Taking on board or discharging passengers or cargo	in the one	50		Not suitable for divinsariedons	- 110	- 110	140	- 110	110	- 110	
			in the UK where valuable consideration is given or											
			promised in respect of the carriage of such persons											
496 Air Navigation Order	223(1)	2009		Non-UK registered aircraft.	TEW	L5	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Holding out as a person who may offer to take on											
[]			board or discharge passengers or cargo in the UK for		-									
497 Air Navigation Order	223(4)	2009	valuable consideration without permission.	Operator or charterer of an aircraft	TEW	L5	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
				Operator or charter of aircraft with Art										
498 Air Navigation Order	224(1)	2009	Failing to file the proposed tariff with the CAA	138 permission containing a tariff	so	12	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
498 Air Navigation Order	224(1)	2003	Failing to file the proposed tariff with the CAA	provision.	30	LJ	Civil Salictions Freierable to Chiminal Salictions	INU	163	INU	163	163	163	INU
			Flight over UK for the purpose of aerial photography,											
499 Air Navigation Order	225(1)	2009	aerial survey, aerial work without permission.	Non-UK registered aircraft.	TEW	L5	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to report to the CAA an occurrence which											
			endangers or which, if not corrected would engender											
500 Air Navigation Order	226(5)	2009	an aircraft, its occupants or other person.	Persons listed in	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Making a report knowing or having reason to believe											
501 Air Navigation Order	226(8)	2009	the report is No in a material particular.	Persons listed in 226(5).	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
E03 Air Navigation Order	227(1)	2009	Failing to report an in-flight UK bird strike to the CAA 227(3): unless has reason to believe someon as required. 227(a): unless has reason to believe someon else has or will make the report.	Commander.	so	1.4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
502 Air Navigation Order	22/(1)	2003	as required. else has or will make the report.	Commander.	30	L4	Alternative for Criminal Salictions	INU	163	NO	163	163	163	INU
			Making a bird strike report knowing or having reason											
503 Air Navigation Order	227(4)	2009			so	L4	Not Suitable for Civil Sanctions	No	No	No	No	Yes	No	No
			Failing to surrender to the CAA a licence, which has											
			been revoked, suspended or varied within a	Holder or person having possession or										
504 Air Navigation Order	228(3)	2009	reasonable time after being required to do so.	custody.			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			Failing to surrender to the Secretary of State a											
			permit which has been revoked, suspended or varied	Dormit holder or nersen house -										
505 Air Navigation Order	228(7)	2009	within a reasonable time after being required to do	Permit holder or person having possession or custody.			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
Josephii Havigation Order	220(1)	2003	Using a certificate, licence, approval, permission,	possession or custouy.		+	Sanctions i referable to Criminal Salictions	INU	162	INU	162	162	163	INU
			exemption or other required document which has											
			been forged, altered, revoked or suspended with											
506 Air Navigation Order	231(1) (a)	2009	intent to deceive.	Persons listed	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Lending a certificate, licence, approval, permission,											
			exemption or other required document to another											
			person with intent to deceive.											
			Allowing a certificate, licence, approval, permission,											
EO7 Air Navigation Order	221/11/1-1	2000	exemption or other required document to be used	Parsons listed	TELL	L5	Not Suitable for Civil Sanations	No	No	No	No	Nic	No	No
507 Air Navigation Order	231(1) (b)	2009		Persons listed	TEW	LO	Not Suitable for Civil Sanctions	NO	NO	NO	No	No	NO	NO
			Making a No representation for the purpose of procuring for himself or another a certificate,											
			licence, approval, permission, exemption or other											
508 Air Navigation Order	231(1) (c)	2009		Persons listed	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
	, , , , , ,		Intentionally damaging, altering or rendering									1	-1	
			illegible any log book or other required record or											
509 Air Navigation Order	231(3)	2009	entry.	Persons listed	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Knowingly making or procuring & assisting in the											
			making of a No entry or material omission from any											
510 Air Navigation Order	231(4) (a)	2009	log book or other required record.	Persons listed	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No

							1								
511 Air Navigation Order	231(4) (b)	2009	Destroying a log book or required record during the period in which it is required to be preserved.		Persons listed	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			Knowingly making an entry in a load sheet which is incorrect in a material particular. Knowingly making												
512 Air Navigation Order	231(6)	2009	a material omission in a load sheet.		Persons listed	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
513 Air Navigation Order	231(7)	2009	Purporting to issue a certificate when not authorised to do so.	1	Persons listed	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
514 Air Navigation Order	231(8)	2009	Issuing a certificate not having been satisfied that all the statements in the certificate are correct.		Persons listed	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
and the same of th	(-)														
515 Air Navigation Order	[232 (3)	2009	Power of authorised person to direct operator or commander of aircraft not to permit aircraft to fly.] Power of authorised person to direct third- country	Without reasonable excuse.	240(1) deeming provision.	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
516 Air Navigation Order	[233	2009	aircraft not to take-off]	Without reasonable excuse.	240(1) deeming provision.	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
F40 Ala Naviantina Ontan	(227 (4)	2000	Power of Secretary of State to direct provision of		240(4) de essigne essertator	T514/		New College In Co. Civil Connections			No				
518 Air Navigation Order	[237 (1)	2009	data. Intentionally obstructing or impeding a person	Without reasonable excuse.	240(1) deeming provision	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
519 Air Navigation Order	239	2009	exercising a power or duty.		Persons listed	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	Part A of schedule		21A.61 -Instructions for the continued airworthiness by the holder of type certificate or restricted type	Delay The availability of some manual or portion of the instructions, dealing with overhaul or other forms of heavy maintenance, may be delayed until after the product has entered into service, but shall be	-										
520 Air Navigation Order	13	2009		available before any of the products reach the r	Persons listed	so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
				Delay											
521 Air Navigation Order	Art 241(5)	2009	21A.120 - Instructions for continued airworthiness by supplemental type certificate holder.	service, but shall be availa	Persons listed	so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
				Requirements for statement of conformity											
522 Air Navigation Order	Art 241(5)	2009	21A.130 - Requirement for statement of conformity	A statement of conformity shall include: 1. For each product, part or appliance a statement that the product, part or appliance conforms to the approved design data and is in condition for safe operation;	Persons listed	so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
Saa / Miningation Order	Art	2003	21A.147 - Approval of changes to the approved	Competent Authority Conditions The Competent Authority shall establish the conditions under which a production organisation approved under this Subpart may operate during such changes unless the Competent Authority determines that the approval should be	- Cook Med	30		displaced to the second second						763	
523 Air Navigation Order	241(5)	2009	production organisation	S	Persons listed	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
524 Air Navigation Order	Art 241(5)	2009	21A.180 - A holder of an airworthiness certificate failing to provide access to the aircraft for which tha airworthiness certificate has been issued upon request by the competent authority of the Member State of registry.	t	Persons listed	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			21A.439 -Failure to manufacture parts and appliances for repair, in accordance with production	An approval holder:(a) Under Subpart F, or(b) By an organisation appropriately approved in accordance with Subpart G, or (c) By an											
EDE Mandaudi C. I	Art	2001	data based upon necessary design data as provided												
525 Air Navigation Order	241(5)	2009	by the repair design approval holder. 21A.107 - Variation to instructions for continued airworthiness by the holder of a minor change	organisation.	Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
526 Air Navigation Order		2009	approval to type design		Persons listed			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
527 Air Navigation Order	Art 241(5)	2009	21A.449 - Failure of a holder of a repair design approval to furnish at least one complete set of changes to the instructions for continued airworthiness	Early release of repaired product. The repaired product, part or appliance may be released into service before the changes to those instructions have been completed, but this shall be for a limited service period, and in agreement with the Agency. Those [MISSING TEXT]	Persons listed	so	13	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
227 Mil Havigation Order	241(3)	2009	an worthiness	the Agency. Hose [WISSING TEXT]	i craona listeu	30	LO	CIVIL SUITCHOIS FTETETABLE to CHITIIIII SUITCHOIS	INO	162	INU	162	162	162	No

			T						-	- 1		- 1			
			21A.721- Failure of the holder of, or the applicant for, a permit to fly to provide access to the aircraft												
	Art		concerned at the request of the Competent												
528 Air Navigation Order	241(5)	2009	Authority.		Persons listed	so	13	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
320 All Havigation Order	241(3)	2003	21A.729 - Record keeping by the holder of the		T CISONS HSCC	30	LJ	CIVII Sanctions I Telerable to emininal Sanctions	140	163	140	103	163	163	140
529 Air Navigation Order		2009	approval of the flight conditions		Persons listed			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
530 Air Navigation Order		2009	21A.805 Identification of critical parts		Persons listed			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			M.A.307 Transfer of aircraft continuing airworthiness												
531 Air Navigation Order		2009	records		Persons listed			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
532 Air Navigation Order		2009	M.A.401 Use of current maintenance data		Persons listed			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
552 7 iii Navigation Order		2003	Mistract Osc of current manner unite data		r croons nace			CIVII Sanctions Treferable to Criminal Sanctions				103	703	103	110
				Guidance for maintenance. All maintenance											
				shall be performed using the tools, equipment											
				and material specified in the M.A.401											
			inspection after any flight safety sensitive	maintenance data unless otherwise specified by											
F3F Air Novigotion Order	Art 241(5)	2009	maintenance task unless otherwise specified by Part-	equipment shall be controlled and calibrate	Dorsons listed	02	L3	Alternative for Criminal Constians	No	Vac	Voc	Vac	Vac	Vac	No
535 Air Navigation Order	241(5)	2009	145 or agreed by the competent authority.	equipment shall be controlled and calibrate	Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			M.A.402(f) - After completion of all maintenance,	Guidance for maintenance. All maintenance											
			failure to carry out a general verification to ensure	shall be performed using the tools, equipment											
			the aircraft or component is clear of all tools,	and material specified in the M.A.401											
			equipment and any other extraneous parts and	maintenance data unless otherwise specified by											
	Art		material, and that all access panels removed have	Part-145. Where necessary, tools and											
536 Air Navigation Order	241(5)	2009	been refitted	equipment shall be controlled and calibrate	Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			M.A.501(a) - Fitting any component that is not in												
			satisfactory condition, appropriately released to												
			service on an EASA form 1 or equivalent, and is not												
	Art		marked in accordance with Part 21 Subpart Q, unless												
537 Air Navigation Order	241(5)	2009			Persons listed	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			M.A.501(b) - Failure to ensure prior to installation of												
			a component on an aircraft the person or approved												
			maintenance organisation that the particular												
			component is eligible to be fitted when different												
538 Air Navigation Order	Art 241(5)	2009	modification and/or airworthiness directive configurate		Persons listed	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
536 All Navigation Order	241(5)	2009	configurate		Persons listed	30	LS	Alternative for Criminal Sanctions	INO	res	res	162	res	162	INO
			M.A.501(c) - Fitting standard parts shall to an aircraft												
			or a component when the maintenance data does												
			not specify the particular standard part; or -the												
	Art		standard part is not accompanied by evidence of												
539 Air Navigation Order	241(5)	2009	conformity traceable to the applicable standard.		Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			M.A.501(d) - Using Material being either raw material or consumable material on an aircraft or a												
			component other than when the aircraft or a												
			component manufacturer states so in relevant												
			maintenance data or as specified in Part-145. Such												
			material shall only be used when the material meets												
			the required specification and has appropriate												
			traceability. All material must be accompanied by	All material must be accompanied by											
				documentation clearly relating to the particular											
	Art		material and containing a conformity to specification statement plus both the manufacturing and supplier												
540 Air Navigation Order	241(5)	2009		manufacturing and supplier source.	Persons listed	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
3-37 all Havigation Order	271(3)	2003	M.A.502 - Failure of appropriately approved	manaractaring and supplier source.	i cisons lateu	30	-	Accordance for Criminal Salections	140	163	163	163	103	103	140
			maintenance organisations to conduct maintenance												
			of components in accordance with Section A,												
			Subpart F of this Annex (Part M) or with Annex II												
	Art		(Part-145) (Except for components referred to in												
541 Air Navigation Order	241(5)	2009	point 21A.307(Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
				b) For aircraft not used in commercial air											
				transport other than large aircraft, the person											
				or organisation that declared the component											
			M.A.504(b) - Failure to identify unserviceable	unserviceable may transfer its custody, after											
			components and store them in a secure location	identifying it as unserviceable, to the aircraft											
			under the control of an approved maintenance	owner provided that such transfer is reflected in											
	Art		organisation until a decision is made on the future	the aircraft logbook or engine logbook or			1								
542 Air Navigation Order	241(5)	2009	status of such component	component logbook.	Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

		1	1		1		,								_
			M.A.504 (c) - Components which have reached their												
			certified life limit or contain a non- repairable defect												
			shall be classified as unsalvageable and shall not be												
			permitted to re-enter the component supply system,												
			unless certified life limits have been extended or a repair solution has been approved according to												
			M.A.304. (M.A.304 -												
			Data for modifications and repairs												
			Damage shall be assessed and modifications and												
			repairs carried out using as appropriate:												
			(a) data approved by the Agency; or	-											
			(b) data approved by a Part-21 design organisation;												
			oi .												
			(c) data contained in the certification specifications												
	Art		referred to in point 21A.90B or 21A.431B of the												
543 Air Navigation Order	241(5)	2009	Annex (Part-21) to Regulation (EC) No 1702/2003.)		Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes N	No
			M.A.504 (d) - Failure of an accountable person or organisation under Part-M relating to paragraph (c)												
			unsalvageable components to:1. retain such												
			component in paragraph (b) location, or; 2. arrange												
	Art		for the component to be mutilated in a manner that												
544 Air Navigation Order	241(5)	2009	ensure		Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes N	No
	Art		M.A.611 - Failure to carry out maintenance in accordance with the requirements of M.A. Subpart												
545 Air Navigation Order	241(5)	2009	D.		Persons listed	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes N	No
3	(-,														
			M.A.614 a) - The approved maintenance												
			organisation failing to record all details of work												
			carried out. Failure to prove all requirements have												
	Art		been met for the issuance of the certificate of release to service including the failure to retain the												
546 Air Navigation Order	241(5)	2009	sub-contractor's release documents.		Persons listed	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes N	No
			M.A.614 (b) - The approved maintenance												
			organisation failing to provide a copy of each												
			certificate of release to service to the aircraft owner,												
	Art		together with a copy of any specific												
547 Air Navigation Order	241(5)	2009	repair/modification data used for repairs/modifications carried out.		Persons listed	so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes N	No
347 Yan Mangation Oraci	211(3)	2003	repairs/modifications carried out:		r ersons instea	50		evil salications received to criminal salications				103	103		
			M.A.614 (c) - The approved maintenance	In relation to paragraph (c):1. The records under											
			organisation failing to retain a copy of all	this paragraph shall be stored in a manner that											
			maintenance records and any associated	ensures protection from damage, alteration and											
	Art		maintenance data for three years from the date the aircraft or aircraft component to which the work	theft. 2. All computer hardware used to ensure backup shall be stored in a different location											
548 Air Navigation Order	241(5)	2009	relates was released from the	from that cont	Persons listed	so	13	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes N	No
	=(-/		MA617 - Failure of approved maintenance												
			organisation to notify the competent authority of												
			any proposal to carry out any of the following												
	Art		changes, before such changes take place:1. the name of the organisation;2. the location of the	Notification to the competent authority is in order to enable it to determine continued											
549 Air Navigation Order	241(5)	2009	organisation;3.	compliance with this Part of the Regulation.	Persons listed	so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes N	No
	=(-/														~
			M.A.713 - Failure of the approved continuing												
			airworthiness management organisation to notify												
			the Competent Authority of any proposal to carry												
			out any of the following changes, before such changes take place:1. the name of the organisation.												
			location of the organisation.												
			additional locations of the organisation.												
			4. the accountable manager.												
			5. any of the persons specified in M.A.706(c) (M.A. 706(c) -												
			(c) A person or group of persons shall be nominated												
			with the responsibility of ensuring that the												
			organisation is always in compliance with this												
			Subpart. Such person(s) shall be ultimately												
			responsible to the accountable manager.)												
			the facilities, procedures, work scope and staff that could affect the approval.												
1 1	1	1	тас соли апесс те арргоval.	1	T.	I	1	i l		- 1	1	ı	I	1	1

	Art		In the case of proposed changes in personnel not												
0 Air Navigation Order	241(5)	2009	known to the management beforehand, these changes shall be notified at the earliest opportunity.		Persons listed	so	13	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
50 Air Navigation Order	241(5)	2009	changes shall be notified at the earliest opportunity.	Backup(f) All computer hardware used to ensure	Persons listed	30	LS	CIVII Salictions Preferable to Criminal Salictions	NO	res	162	res	res	162	INU
				backup shall be stored in a different location											
				from that containing the working data in an											
				environment that ensures they remain in good											
				condition. Transfer											
				(g) Where continuing airworthiness											
				management of an aircraft is transferred to											
				another organisation or person, all retained											
				records shall be transferred to the said											
				organisation or person. The time periods											
				prescribed for the retention of records shall continue to apply to the said organisation or											
				person.											
			M.A.714 a) - Failure of the continuing airworthiness	(h) Where a continuing airworthiness											
			management organisation to record all details of	management organisation terminates its											
	Art		work carried out. Failure to retain the records	operation, all retained records shall be											
51 Air Navigation Order	241(5)	2009	required by M.A.305 and if applicable M.A.306.	transferred to the owner of the aircraft.	Persons listed	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			M.A.714 (b) - Failure of the continuing airworthiness												
			management organisation (which has the privilege												
			referred to in point M.A.711(b)), to retain a copy of												
			each airworthiness review certificate and												
			recommendation issued or, as applicable, extended,												
			together with all supporting documents. In addition,												
	A ==		the organisation shall retain a copy of any												
52 Air Navigation Order	241(5)	2009	airworthiness review certificate that it has extended under the privilege referred to in point M.A.711(a)4.		Persons listed	so	13	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
32 All Navigation Order	241(3)	2003	under the privilege referred to in point w.A.711(a)4.		reisons listed	30	LJ	Civil Salictions Frereigne to Chillinal Salictions	NO	163	163	163	163	163	INO
			M.A.714 (c) - Failure of the continuing airworthiness												
			management organisation (which has the privilege												
			referred to in point M.A.711(c)), to retain a copy of												
			each permit to fly issued in accordance with the												
	Art		provisions of point 21A.729 of the Annex (Part-21) to								.,				
53 Air Navigation Order	241(5)	2009	Regulation (EC) No 1702/2003		Persons listed	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			M.A.714 (d) - Failure of the continuing airworthiness												
			management organisation to retain a copy of all												
			records referred to in paragraphs (b) and (c) until												
	Art		two years after the aircraft has been permanently												
54 Air Navigation Order	241(5)	2009	withdrawn from service.		Persons listed	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			M.A.714 (e) Failure to store records in a manner												
55 Air Navigation Order	Art 241(5)	2009	that ensures protection from damage, alteration and theft.		Persons listed	so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
33 All Navigation Order	241(3)	2003	uierc.		reisons listeu	30	L	Civil Salictions Freierable to Criminal Salictions	NO	163	163	163	163	163	INU
			M.A.714 g) - Where continuing airworthiness												
			management of an aircraft is transferred to another	The time periods prescribed for the retention of											
	Art		organisation or person, failure to transfer all	records shall continue to apply to the said											
56 Air Navigation Order	241(5)	2009	retained records to the said organisation or person.	organisation or person.	Persons listed	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			M.A.714 h) - Where a continuing airworthiness												
	Art		management organisation terminates its operation,												
57 Air Navigation Order	241(5)	2009	failure to transfer all retained records to the owner of the aircraft.		Persons listed	so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	271(3)	2303	M.A.902(c) - Upon surrender or revocation, failure to			-	1.5	Sanctions recease to Criminal Sanctions	140	163	163	163	103	103	140
	Art		return the airworthiness review certificate to the												
58 Air Navigation Order	241(5)	2009	competent authority		Persons listed	so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			145.A.85 - Failure of the organisation to notify the												
			competent authority of any proposal to carry out any												
			of the following changes before such changes take												
			place to enable the competent authority to												
			determine continued compliance with this Part and												
			to amend, if necessary, the approval certificate,												
			except that in the case of proposed changes in												
			personnel not known to the management												
			beforehand, these changes must be notified at the												
			earliest opportunity:												
			1. the name of the organisation;												
			2. the main location of the organisation;												
	1		additional locations of the organisation;	1											
			4. the accountable manager;												

1 1	1	1		ı	İ	i	1	1	i	1	i	1	1	1
			5. any of the persons nominated under 145.A.30(b);											
			6. the facilities, equipment, tools, material,											
	Art		procedures, work scope or certifying staff that could											
559 Air Navigation Order	241(5)	2009	affect the approval.	Persons listed	so	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			147.A.110a) - Failure of the organisation to maintain											
			a record of all instructors, knowledge examiners and											
	Art		practical assessors, and reflect the experience and qualification, training history and any subsequent											
560 Air Navigation Order	241(5)	2009	training undertaken.	Persons listed	so	13	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
300 All Havigation Order	241(3)	2003	147.A.110 (b) - Failure to draw terms of reference	T CISOIIS IISCCU	30		CIVII Sanctions 1 Terefable to Criminal Sanctions	140	103	103	103	103	103	140
	Art		for all instructors, knowledge examiners and											
561 Air Navigation Order	241(5)	2009	practical assessors	Persons listed	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			147.A.125 - Failure of the organisation to keep all											
	Art		student training, examination and assessment											
562 Air Navigation Order	241(5)	2009	records for an unlimited period	Persons listed	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			147 A 150 Failure of the maintenance training											
			147.A.150 - Failure of the maintenance training organisation to notify the competent authority of											
			any proposed changes to the organisation that affect											
			the approval before any such change takes place, in											
			order to enable the competent authority to											
			determine continued compliance with this Part and											
	Art		to amend if necessary the maintenance training											
563 Air Navigation Order	241(5)	2009	organisation approval certificate	Persons listed	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			24.4.2 (1-) 0 (-) 4) (1-)											
			21A.3 (b) &(c) - 1.When an occurrence reported under point (b), or under points 21.A.129(f)(2) or											
			21.A.165(f)(2) results from a deficiency in the design,											
	Art		or a manufacturing deficiency , failure by the holder											
564 Air Navigation Order	241(6)	2009	of the type-certificate, restricted type-certificate	Persons listed	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			21A.3B(c) - When an airworthiness directive has to											
			be issued by the agency to correct the unsafe											
	Art		condition referred to in point (b), or to require the performance of an inspection, failure by the holder											
565 Air Navigation Order	241(6)	2009	of the type-certificate, restricted type-certificate	Persons listed	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
303 7th Havigation Graci	211(0)	2003	21A.129 - Failure by a manufacturer of a product,	r croons naced	50		civil salications i referable to criminal salications	110	- 103	103	103	103	103	110
			part or appliance being manufactured under this											
			Subpart to:(a) make each product, part or appliance											
			available for inspection by the competent											
	Art		authority;(b) maintain at the place of manufacture											
566 Air Navigation Order	241(6)	2009	the tech	Persons listed	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			21A.165 - Failure by the holder of a production organisation approval to:(a) ensure that the											
			production organisation exposition furnished in											
			accordance with point 21.A.143 and the documents											
	Art		to which it refers, are used as basic working											
567 Air Navigation Order	241(6)	2009	documents within	Persons listed	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			21A.727 - Failure by the holder of a permit to fly to											
			ensure that all the conditions and restrictions											
ESS Air Navigation Order	Art 241(6)	2009	associated with the permit to fly are satisfied and maintained.	Persons listed	so		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
568 Air Navigation Order	241(6)	2009	maintained.	Persons listed	50	L4	Alternative for Criminal Sanctions	NO	Yes	Yes	Yes	res	Yes	No
			M.A.202 - (a) Failure of any person or organisation											
			responsible in accordance with point M.A.201 to											
			report to the competent authority designated by the											
			State of Registry, the organisation responsible for the											
			type design or supplemental type design and, and, if											
			applicable, the Member State of operator, any											
569 Air Navigation Order	Art 241(6)	2009	identified condition of an aircraft or component which endangers flight safety	Persons listed	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Voc	Yes	No
Jos All Ivavigation Order	241(0)	2009	M.A.303 - Failure to carry out any applicable	reisulis listeu	30	L**	Accordance for Criminal Salictions	INO	162	162	162	Yes	162	No
			airworthiness directive within the requirements of											
	Art		that airworthiness directive, unless otherwise											
570 Air Navigation Order	241(6)	2009	specified by the Agency.	Persons listed	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			M.A305 (a) - (a) At the completion of any											
			maintenance, failing to enter in the aircraft											
			continuing airworthiness records, the certificate of											
	A		release to service required by point M.A.801 or point											
571 Air Navigation Order	Art 241(6)	2009	145.A.50. Failure to make each entry as soon as practicable	Persons listed	so	14	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
2. I All Havigation Order	Z+1(U)	2003	proceeding	i cradita liaten	30	LT	C.v., Sanctions i referable to Cilillina SailClions	INU	162	162	162	162	162	No

					,										
				M.A305 (b) - (b) The aircraft continuing											
				airworthiness records does not consist of: 1. an											
				aircraft logbook, engine logbook(s) or engine module											
				log cards, propeller logbook(s) and log cards for any											
		Art		service life limited component as appropriate, and,											
F 72	Air Navigation Order	241(6)	2009	service life liffilted component as appropriate, and,	Dames	ons listed SO	14	Civil Sanctions Preferable to Criminal Sanctions	No	Vac	Vac	Vec	Vec	Voc	No
3/2/	Air Navigation Order	241(0)	2009	Σ.	Person	ons listed 50	L4	CIVII Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	INO
				M.A305 (c) - (c) Failure to enter in the aircraft											
				logbooks, the aircraft type and registration mark, the											
		Art		date, together with total flight time and/or flight											
573 /	Air Navigation Order	241(6)	2009	cycles and/or landings, as appropriate.	Person	ons listed SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
				M.A305 (d) - (d) The aircraft continuing											
				airworthiness records which does not contain the											
				current: 1. status of airworthiness directives and											
				measures mandated by the competent authority in											
		Art		immediate reaction to a safety problem; 2. status of											
574 /	Air Navigation Order	241(6)	2009	modification	Persor	ons listed SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
				M.A305 (e) - (e) In addition to the authorised release											
				document, EASA Form 1 or equivalent, failure to											
				enter the following information relevant to any											
				component installed (engine, propeller, engine											
				module or service life-limited component) in the											
											1				
			1	appropriate							1				
				engine or propeller logbook, engine module or							1				
			1	service life limited component log card:											
				identification of the component; and											
				2. the type, serial number and registration, as							1				
				appropriate, of the aircraft, engine, propeller, engine											
				module or service life-limited component to which											
				the particular component has been fitted, along with											
				the reference to the installation and removal of the											
				component; and											
				3. the date together with the component's											
				accumulated total flight time and/or flight cycles											
				and/or landings and/or calendar time, as											
				appropriate; and											
		Art		4. the current paragraph (d) information applicable											
575	Air Navigation Order	241(6)	2009	to the component.	Person	ons listed SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	8	(-)					- F								
				M.A305 (f) - (f) Failure by the person responsible for											
				the management of continuing airworthiness tasks											
				pursuant to M.A. Subpart B, to control the records as											
		Art		detailed in this paragraph and present the records to											
576 /	Air Navigation Order	241(6)	2009	the competent authority upon request.	Person	ons listed SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
				M.A305 (g) - (g) Failure to make all entries in the								103			
												163			
				aircraft continuing airworthiness records clearly and								163			
				aircraft continuing airworthiness records clearly and								163			
		Art		accurately. When it is necessary to correct an entry,								163			
1 - 77 4	Air Navigation Order	Art	2000	accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly		So listed		Chill Canations Desfarable to Calminal Committee	N-	Va			Vac	Vac	No
577	Air Navigation Order	Art 241(6)	2009	accurately. When it is necessary to correct an entry,	Persoi	ons listed SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
577	Air Navigation Order		2009	accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry.	Person	ons listed SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes			Yes	Yes	No
577	Air Navigation Order		2009	accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to	Person	ons listed SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes			Yes	Yes	No
577	Air Navigation Order		2009	accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep	Person	SO SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes			Yes	Yes	No
577	Air Navigation Order		2009	accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to	Person	ons listed SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes			Yes	Yes	No
577 .	Air Navigation Order	241(6) Art	2009	accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep	Person	ons listed SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes			Yes	Yes	No
	•	241(6)		accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the		ons listed SO	L4	Civil Sanctions Preferable to Criminal Sanctions Civil Sanctions Preferable to Criminal Sanctions			Yes	Yes			
	Air Navigation Order Air Navigation Order	241(6) Art		accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all			L4		No No	Yes			Yes	Yes	No No
	•	241(6) Art		accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component			L4				Yes	Yes			
	•	241(6) Art		accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft			L4				Yes	Yes			
	•	241(6) Art		accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following			L4				Yes	Yes			
	•	241(6) Art		accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following information for each aircraft: 1. information about			L4 L4				Yes	Yes			
	•	241(6) Art		accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following information for each aircraft: information about each flight, necessary to ensure continued flight			L4 L4				Yes	Yes			
	•	241(6) Art		accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following information for each aircraft:1. information about each flight, necessary to ensure continued flight safety, and;2. the current aircraft certificate of			L4				Yes	Yes			
	•	241(6) Art		accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following information for each aircraft: information about each flight, necessary to ensure continued flight			L4 L4				Yes	Yes			
	•	241(6) Art		accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following information for each aircraft:1. information about each flight, necessary to ensure continued flight safety, and;2. the current aircraft certificate of release to service, and;			L4				Yes	Yes			
	•	241(6) Art		accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following information for each aircraft:1. information about each flight, necessary to ensure continued flight safety, and;2. the current aircraft certificate of			L4 L4				Yes	Yes			
	•	241(6) Art		accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following information for each aircraft:1. information about each flight, necessary to ensure continued flight safety, and;2. the current aircraft certificate of release to service, and;			L4				Yes	Yes			
	•	241(6) Art		accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following information for each aircraft:1. Information about each flight, necessary to ensure continued flight safety, and;2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and			L4 L4				Yes	Yes			
	•	241(6) Art		accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following information for each aircraft:1. information about each flight, necessary to ensure continued flight safety, and;2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the			L4 L4				Yes	Yes			
	•	241(6) Art	2009	accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following information for each aircraft:1. information about each flight, necessary to ensure continued flight safety, and;2. the current aircraft certificate of release to service, and; 3. the current maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance.			L4 L4				Yes	Yes			
	•	241(6) Art	2009	accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following information for each aircraft:1. information about each flight, necessary to ensure continued flight safety, and;2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the			L4				Yes	Yes			
	•	241(6) Art	2009	accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Faillure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) faillure by an operator to use an aircraft technical log system containing the following information for each aircraft:1. information about each flight, necessary to ensure continued flight safety, and;2. the current aircraft certificate of release to service, and; 3. the current maintenance statuement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and;			L4				Yes	Yes			
	•	241(6) Art	2009	accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following information for each aircraft:1. information about each flight, necessary to ensure continued flight safety, and;2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and;			L4 L4				Yes	Yes			
	•	241(6) Art	2009	accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following information for each aircraft: information about each flight, necessary to ensure continued flight safety, and;2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and;			L4				Yes	Yes			
	•	241(6) Art 241(6)	2009	accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following information for each aircraft:1. information about each flight, necessary to ensure continued flight safety, and;2. the current aircraft certificate of release to service, and; 3. the current maintenance statusent giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and; 5. any necessary guidance instructions on	Persor	ons listed SO	L4				Yes	Yes			
578 A	•	241(6) Art 241(6)	2009	accurately. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. M.A305 (h) - (h) Failure by an owner or operator to ensure that a system has been established to keep the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and any service life-limited component M.A.306(a) failure by an operator to use an aircraft technical log system containing the following information for each aircraft: information about each flight, necessary to ensure continued flight safety, and;2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and;	Persor		L4 L4				Yes	Yes			

Secretary Secr		_	1	In a control of the c	I	I	1									—
Material Continues Materia				M.A.306(b) - Failure by an operator to ensure that												
1886 1886		Art														
March Marc	ESO Air Navigation Order	-	2000			Borcons listed	so.	1.4	Civil Sanctions Broforable to Criminal Sanctions	No	Voc	Voc	Voc	Voc	Voc	No
Management of the Control State of Control State Management of	380 All Navigation Order	241(0)	2005			reisons listed	30	L4	Civil Salictions Freierable to Chiminal Salictions	INU	163	163	163	res	163	INU
State Process State St		Δrt														
Mail Analogoes Column Mail	581 Air Navigation Order		2009			Persons listed	so	14	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
And the supprised Distance of Management counting in the Comment Services of Management counting in the Comment Services of Management counting in the Comment Services of Management Counting in the Comment Services of Management Counting in the Counting	301 / III Havigation Order	2.11(0)	2003			r crooms naced	50		Civil Salictions Frederidae to Civilina Salictions	110	103	103	103		103	-10
Signature 1968 2009 Procupulation of Mail Advancer C		Art														
MA 2009 — For early accordinated service in a composition of the provided containing and experiments of the pro	582 Air Navigation Order	241(6)	2009			Persons listed	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
the approximation is a complex of the approximation is a complex of the approximation in the approximation is a complex o	- i	1														
the approximation is a complex of the approximation is a complex of the approximation in the approximation is a complex o																
we repeated to 1. 4 across per disorded in the abstract managed in the abstrac				M.A.708(b) - For every aircraft managed, failure by												
indications programmed for the array managed in the control of the programmed and the control of the program				the approved continuing airworthiness management												
solder are applicable reliablely as experience. In experience the carried responsible group and the second of the				organisation to: 1. develop and control a												
Person Based At Managation Order At 100 200 At Managation Order At 200 At Managation				maintenance programme for the aircraft managed												
semediances to the completed analytic for expectage of a proposal, effects completed analytic for expectage of the proposal of conditions of the common of the semental as responsed. In manage the approprial of model interest and analytic port of the proposal of model interest and analytic port of the proposal of model interest and analytic port of the proposal of model interest and analytic port of the proposal of model interest and analytic port of the proposal of model interest and analytic port of model interest and analytic				including any applicable reliability programme,2.												
spervise under covered by an indirect agroral processor. In consider the processor will protect the increase and interest and a consideration comment and intringent. In strange the approach in a consideration of the processor				Present the aircraft maintenance programme and its												
products accord the pagaments of the country of the pagaments of the country of the pagaments of the country of the pagaments of the country of the pagaments of the country of the pagaments of																
produce accopy of the programmes the connected systems of the connected systems of the connected state and produced as a final system of the connected state and produced as a final system of the connected state and produced as a final system of the connected state and produced as a final system of the connected state and produced as a final system of the connected state and produced as a final state of the connected state and produced as a final state of the connected state and produced as a final state of the connected state and produced as a final state of the connected state and produced as a final state of the connected state of th																
A manage the group of anotherious contrast and the property of anotherious contrast and the property of anotherious contrast of the property of anotherious contrast o				procedure in accordance with point M.A.302(c), and												
3. manage the approved in modification and revers, secondary with the garrowed institute case of modification and reverse, secondary with the garrowed institute case of modification and miscondary and present and another control and the garrowed institute case of modification and miscondary and present an																
A course that all maintenances is carried out in a good excellance with the growed maintenance programme and relicious in accordance with MA A. C. event what all inspirated executions is carried out in a good protection directors with MA A. S. S. event what all inspirated executions is carried on a grant product of the course of the course of the grant product of the course of the grant product of the course of the grant product of the course of the grant product of the course of the grant product of the gra				aircraft not involved in commercial air transport,			1									
A course that all maintenances is carried out in a good excellance with the growed maintenance programme and relicious in accordance with MA A. C. event what all inspirated executions is carried out in a good protection directors with MA A. S. S. event what all inspirated executions is carried on a grant product of the course of the course of the grant product of the course of the grant product of the course of the grant product of the course of the grant product of the course of the grant product of the gra							1									
Solidar Navigation Order 2410 200							1									
programme and released in accordance with M.A. Subspart H. S. sensor that all applicable amoreometries directives accordance between the control application of a control and application of a control application of							1									
Separate that all applicable almost thines directives and operational directives with a continuing of continuing almost thines of the continuing of the continuing of the continuing almost the continuing of the continuing almost thines are corrected by an appropriately approved maintenance or reported are corrected by an appropriately approved maintenance or reported are corrected by an appropriately approved maintenance or reported are corrected by an appropriately approved maintenance or reported are corrected by an appropriately approved maintenance or reported are corrected by an appropriately approved maintenance or reported are corrected by an appropriately approved maintenance or reported are corrected by an appropriately approved maintenance or reported are corrected by an appropriately approved maintenance or reported are corrected by an appropriately approved maintenance or reported are corrected by an appropriately approved maintenance or reported are corrected by an appropriately approved maintenance or reported are corrected by an appropriately approved maintenance or reported are corrected by an appropriately approved maintenance or reported are corrected by an appropriately approved to compose the reported by a provided and appropriately approved to report the remaintenance or reported are corrected by an appropriately approved to report the remaintenance or report to report the report of the																
SSID Ar Navigation Order Art Art Art Art Art Art Art A																
and operational directives with a continuing any any applied, ensure that all defects discovered during scheduled maliterance or granation wherever messary. 2. Execution that all all defects discovered during scheduled maliterance or granation wherever messary. 3. Excordinate scheduled maliterance or granation wherever messary. 3. Export messary. 3. Export maliterance or granation wherever messary. 3. Export messary.																
SES Al Navigation Order 21(6) 2009 and Part 145, Fallure by the approximant of services the care of commercial air transport, whether the care of commercial air transport, whether the mass and beare the																
SSB Ar Navigation Order 2416 2009 and a Part 156 approved contract between the operator is not appropriately approved to the careful size of comments and the careful size of careful size of careful size of careful size of careful size of careful size of careful size of careful size of careful size of careful size of careful size of careful size of careful size																
set Art Navigation Order 241(0) 2009 and a Part-155 approved contracting by service manufacture or reported are corrected by an appropriately approved maintenance or granisation. 358 Air Navigation Order 241(0) 2009 and a Part-155 approved organisation or another To study the replacement or stanking the maintenance components impection to resurve the work is corried out properly. Art 2010 2009 effects the current status of the accountable parts and commercial air transport, when the operator is not appropriately approved to Part-155, like they the operator to realishin a written maintenance contract between the operator is not appropriately approved to Part-155, like they the operator to realishin a written maintenance contract between the operator is not appropriately approved to Part-155, like they the operator to realishin a written maintenance contract between the operator is not appropriately approved to Part-155, like they the operator to realishin a written maintenance contract between the operator is not appropriately approved to Part-155, like they the operator to realishin a written maintenance contract between the operator and the part of the part-156, like the proportion to realishin a written maintenance contract between the operator is not appropriately approved to Part-156, like the proportion to realishin a written maintenance contract between the operator is not appropriately approved to Part-156, like the proportion of approved to Part-156, like the proportion to realishin a written maintenance contract between the operator is not appropriately approved to Part-156, like a part-156 approved organisation or another To satisfy the requirement for the avoitables. All the part of the propriet to pro																
an appropriately approved maintenance organisation. 7. ensure that the aircraft is taken to an appropriately approved maintenance organisation wherever necessary. 8. Part Navigation Order 8. Art Navigation Order 8. Art Navigation Order 9. Ar																
SSS Air Navigation Order 2 16 2 200 and a Part-145 approved organisation or amount microscoperation or																
7. ensure that the aircraft is taken to an appropriately approved minimenance organisation whenever necessary. 8. coordinate scheduled maintenance, the application of aircrothiness directives, the component inspections to ensure the work is carried out properly. 9. manage and archive all continuing airworthiness received and outproperly. 10. ensure that the mass and balance statement that the mass and balance statement that the mass and balance s																
spropriately approved maintenance organisation whenever necessary. Scoodinate scheduled maintenance, the application of airworthness frequent inspection to ensure the work is carried out property. 9. In manage and archive all continuing airworthness records and/or operator's technical log. 10. In the case of commercial air transport, when the operator is not appropriately approved organisation or archive. S86 Air Navigation Order 241(6) 2009 AA Part 145 approved organisation or another Art William maintenance control in the propriate is a proposed organisation or another organisation or another organisation or carry of a full discontinuing airworthness review staff not approached by a proposed life flower than the proposed organisation or another organisation or carry of a full discontinuing airworthness management organisation to carry or a full discontinuing airworthness management organisation to carry or a full discontinuing airworthness management organisation to carry or a full discontinuing airworthness review staff not approached by a microathress review staff not approached by a proposed life flying to the airworthness review staff not approached by a proposed life flying to the airworthness review staff not approached by a proposed life flying to the airworthness review staff not approached by a proposed life flying the airworthness review staff not approached by a proposed life flying the survey as a proposed organisation or easier that its referred to in point and associated flight cycles. 888 Air Navigation Order 41(6) 2009 and a Part 145 approved continuing airworthness review staff not approached by a microached by a microached by a survey airworthness review staff not approached by a proposed life flying the survey as a proposed organisation or another than the survey approached by a proposed life flying the survey as a proposed organisation or another than the survey and approached by a proposed distinuity of the survey as a proposed organisation or any approached by a proposed distinuity																
whenever necessary. 8. coordinate scheduled maintenance, the application of alroworthiness directives, the replacement of service life limited parts, and component inspection to ensure the work is carried out properly. 2. manages and active all continuing airworthiness and component inspection to ensure the work is carried out properly. 2. manages and active all continuing airworthiness and component inspection to ensure the work is carried out properly. 3. manages and active all continuing airworthiness and component inspection and properly in the mass are always and component inspection of the aircraft. 3. manages and active all continuing airworthiness and active all continuing airworthiness and active all continuing airworthiness and active all continuing airworthiness and active all continuing airworthiness and active all continuing airworthiness area of commercial air transport, when the operator is not appropriately approved to Part 145, failure by the operator or establish a worthine maintenance continuing and a Part 145 approved organisation or another 3. MA 270(a) - Failure by the operator or establish a worthiness management organisation or acry our a full documented review of the aircraft records in organization acry our a full documented review of the aircraft records in a full documented review of the aircraft records in a full documented review of the aircraft records in a full documented review of the aircraft records in a full documented review of the aircraft records in a full documented review of the aircraft records in a full documented review of the aircraft records in a full documented review of the aircraft records in a full documented review of the aircraft records in a full documented review of the aircraft records in a full documented review of the aircraft records in a full documented review of the aircraft records in a full documented review of the aircraft records in a full documented review of the aircraft records in a full documented review of the aircraft records in a full d																
Set Operation of airworthiness directives, the replacement of service life limited parts, and component inspection to nearward the most is carried out, property, 9. manage and archive all continuing airworthiness receives and divergence of the aircraft. 883 Air Navigation Order 241(6) 2009 Representations of airworthiness receives and airworthiness receives and airworthiness receives and airworthiness review and airworthiness review and airworthiness review and airworthiness review and airworthiness review and an airworthiness review and an airworthiness review and an airworthiness review and an associated flight cycles and review of the aircraft cetter of the satisfied state. Just a proposed continuing airworthiness review and airworthiness review attern, or a proposition of airworthiness review attern, and airworthiness review attern, and airworthiness review attern, and airworthiness review attern, and airworthiness review attern, and airworthiness review attern, and airworthiness review attern, and associated flight cycles and airworthiness review attern, and associated flight cycles and airworthiness review attern, and associated flight cycles and airworthiness review attern, and associated flight cycles and airworthiness review attern, and associated flight cycles and airworthiness review buttern, and associated flight cycles and airworthiness review attern, and associated flight cycles and airworthiness review attern, and associated flight cycles and airworthiness review attern, and associated flight cycles and airworthiness review attern, and associated flight cycles and airworthiness review attern, and associated flight cycles and airworthiness review attern, and associated flight cycles and airworthiness review attern, and associated flight cycles and airworthiness review attern, and associated flight cycles and airworthiness review attern, and airworthiness review attern, and airworthiness review attern, and airworthiness review attern, and airworthiness review attern, and airworthiness review atte																
application of airworthness directives, the replacement of service life limited parts, and component inspection to ensure the work is carried out property. 9. manage and archive all continuing airworthness records and/properator's technical log. 10. Do name that the mass and balance statement records and/properator's technical log. 10. Do name that the mass and balance statement are consistent or the case to commercial air transport, when the operator is not appropriately approved to Part-145, fallure by the operator to establish a writer maintenance contract between the operator contract between the operator contract between the operator contract between the operator is not appropriately approved to Part-145, fallure by the operator to establish a writer maintenance contract between the operator is not appropriately approved to Part-145, fallure by the operator to establish a writer maintenance contract between the operator is not appropriately approved to Part-145, fallure by the operator of contract between the operator is not appropriately approved to Part-145, fallure by the operator contract between the operator is not appropriately approved to Part-145, fallure by the operator contract between the operator is not appropriately approved to Part-145, fallure by the approved continuing airworthness management organisation to carry use and the part of the airworthness review at the requirement for the airworthness review and the part of the																
replacement of service life limited parts, and component inspection to ensure the work is carried out properly. 9. manage and archive all continuing airworthiness records and/or operator's technical log. 10. ensure that the mass and balance statement 241(6) 2009 reflects the current status of the aircraft. Persons listed 50 L4 Civil Sanctions Preferable to Criminal Sanctions No Yes Yes Yes No M.A. 708(c) - In the case of commercial air transport, when the operator's not appropriately approved to Part-145, failure by the operator to establish a writer maintenance contract between the operator or an airworthiness review of an aircraft referred to in point M.A. 901 (a), the airworthiness ranagement organisation to carry out a full documented review of the aircraft records in A.101(b) - Failure by the approved continuing airworthiness management organisation to carry out a full documented review of the aircraft records in continuity of the airworthiness review yas them, person listed 50 L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes No ALA 701(a) - Failure by the approved continuing airworthiness management organisation to carry out a full documented review of the aircraft records in continuing airworthiness management organisation to ensure that its review yas fished allowed that 1. air/ranse, neging and only the physical review to take place during airworthiness management organisation to ensure that its review yas fishal carry out a physical review to take place during airworthiness management organisation to ensure that its review yas fishal carry out a physical survey. For this survey, airworthiness review yas front by the approved continuing airworthiness management organisation to ensure that its review yas fishal carry out a physical survey. For this survey, airworthiness review yas front by the approved continuing airworthiness management organisation to ensure that its review yas fishal carry out a physical survey. For this survey, airworthiness review yas front by the approved continuing																
component inspection to ensure the work is carried out property. 9. manage and archive all confinuing airworthiness records and/or operator's technical log. Art Art Art And Description the mass and balance statement reflects the current status of the aircraft. Persons listed So L4 Civil Sanctions Preferable to Criminal Sanctions No Yes Yes Yes No MA.708(c) - In the case of commercial air transport, when the operator is not appropriately approved to Part-145, failure by the operator to establish a written maintenance contract between the operator is not appropriately approved to Part-145, failure by the approved continuing airworthiness management organisation to ensure the work is carried on the street of the site of the size of the propriate of the size of the																
statistic property, 9. manage and archive all continuing airworthiness received and for operator's technical log. 10. ensure that the mass and balance statement records and/for operator's technical log. 10. ensure that the mass and balance statement received and balance statement records and/for operator's technical log. 10. ensure that the mass and balance statement records and/for operator's technical log. 10. ensure that the mass and balance statement reclies the current status of the aircraft reasons in the same of commercial air transport, when the operator to establish a written maintenance contract between the operator to establish a written maintenance contract between the operator or establish a written maintenance contract between the operator or another To satisfy the requirement for the airworthiness review of an aircraft referred to in point AA,901 (a), the airworthiness management organisation to carry out a full documented review of the aircraft records in continuity of the airworthiness review of an articraft records in continuity of the airworthiness review o																
9. manage and archive all continuing airworthiness records and/or operator's technical log. 10. ensure that the mass and balance statement reflects the current status of the aircraft. Persons listed SO L4 Givil Sanctions Preferable to Criminal Sanctions No Yes Yes Yes Yes No No Yes Yes Yes Yes No Art Navigation Order 241(6) 2009 and a Part-145 approved organisation or another M.A.370(a) - Failure by the operator is not appropriately approved to Part-145, failure by the approved continuing airworthiness review of an aircraft referred to in point M.A.901 (a), the airworthiness review of an aircraft referred to in point M.A.901 (a), the airworthiness review of the aircraft records in order to be satisfied that: Li affrance, negine and propeller flying hours and associated flight cycles and propeller flying hours and associated flight cycles and propeller flying hours and associated flight cycles and proportiness review to take place during airworthiness review to take place during airworthiness review to take place during airworthiness review to take place during airworthiness review after now the time that is review staff not that its review staff and currous that its review staff abilicative or physical survey. To satisfy the requirement for the airworthiness review pattern, to allow the physical survey. Art 241(6) 2009 Persons listed SO L4 Alternative for Criminal Sanctions No Yes Yes Yes No No Yes Yes Yes Yes No Persons listed SO L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes No Persons listed SO L4 Alternative for Criminal Sanctions No Yes Yes Yes No Proprietally qualified to Annex III (Part-66)																
Act 21.0. ensure that the mass and balance statement 241(6) 2009 reflects the current status of the aircraft. MA.708(c) - In the case of commercial air transport, when the operator is not appropriately approved to Part-145, failure by the operator to establish a written maintenance contract between the operator will be aircraft referred to in point M.A.901 8y derogation to point M.A.901 (a), the airworthiness review can be articipated by a microaft referred to in point M.A.2018 of propeler flying hours and associated flight cycles a maximum period of 90 days without loss of continuity of the airworthiness review pattern, or older to be satisfied that 1. air-failure by the approved continuing airworthiness management organisation to carry out a full documented review of the aircraft records in conditivous review at maximum period of 90 days without loss of continuity of the airworthiness review pattern, to allow the physical review to take place during airworthiness management organisation to ensure that its review staff shall carry out aphysical survey. M.A.710(a) - Failure by the approved continuing airworthiness management organisation to carry out a fault documented review of the aircraft records in continuity of the airworthiness review pattern, to allow the physical review to take place during a maximum period of 90 days without loss of continuity of the airworthiness review pattern, to allow the physical review to take place during airworthiness management organisation to censure that its review staff shall carry out aphysical survey. M.A.710(b) - Failure by the approved continuing airworthiness management organisation to ensure that its review staff shall carry out aphysical survey. M.A.710(b) - Failure by the approved continuing airworthiness management organisation to ensure that its review staff shall carry out aphysical survey. M.A.710(b) - Failure by the approved continuing airworthiness management organisation to ensure that its review staff shall carry out aphysical survey. M.A.710(b) - Fail																
Act 21.0. ensure that the mass and balance statement 241(6) 2009 reflects the current status of the aircraft. MA.708(c) - In the case of commercial air transport, when the operator is not appropriately approved to Part-145, failure by the operator to establish a written maintenance contract between the operator will be aircraft referred to in point M.A.901 8y derogation to point M.A.901 (a), the airworthiness review can be articipated by a microaft referred to in point M.A.2018 of propeler flying hours and associated flight cycles a maximum period of 90 days without loss of continuity of the airworthiness review pattern, or older to be satisfied that 1. air-failure by the approved continuing airworthiness management organisation to carry out a full documented review of the aircraft records in conditivous review at maximum period of 90 days without loss of continuity of the airworthiness review pattern, to allow the physical review to take place during airworthiness management organisation to ensure that its review staff shall carry out aphysical survey. M.A.710(a) - Failure by the approved continuing airworthiness management organisation to carry out a fault documented review of the aircraft records in continuity of the airworthiness review pattern, to allow the physical review to take place during a maximum period of 90 days without loss of continuity of the airworthiness review pattern, to allow the physical review to take place during airworthiness management organisation to censure that its review staff shall carry out aphysical survey. M.A.710(b) - Failure by the approved continuing airworthiness management organisation to ensure that its review staff shall carry out aphysical survey. M.A.710(b) - Failure by the approved continuing airworthiness management organisation to ensure that its review staff shall carry out aphysical survey. M.A.710(b) - Failure by the approved continuing airworthiness management organisation to ensure that its review staff shall carry out aphysical survey. M.A.710(b) - Fail				9. manage and archive all continuing airworthiness												
Sa3 Air Navigation Order 241(6) 2009 reflects the current status of the aircraft. MA.708(c) - In the case of commercial air transport, when the operator is not appropriately approved to Part-145, failure by the operator to establish a written maintenance contract between the operator when the operator of the aircraft records in order to be satisfied that 1. aircraft records in order to be satisfied that 1. aircraft records in order to be satisfied that 1. aircraft records in order to be satisfied that 1. aircraft records in order to be satisfied that 1. aircraft records in order to be satisfied that 1. aircraft records in order to be satisfied that 1. aircraft records in order to be satisfied that 1. aircraft records in order to be satisfied that 1. aircraft records in order to be satisfied that 1. aircraft records in that its review was that shall carried to a paproved continuing airworthiness management organisation to ensure that its review staff shall carry out a physical source year or the airmorthiness review staff shall carry out a physical source year or the airmorthiness review staff shall carry out a physical source year patient to survey, airworthiness review staff shall carry out a physical source year or that its review staff shall carry out a physical source year or that its review staff shall carry out a physical source year or the airmorthiness review staff shall carry out a physical source year or that its review staff shall carry out a physical source year or the survey, airworthiness review staff shall carry out a physical source year or the survey. Airworthiness review staff shall carry out a physical source year or the survey, airworthiness review staff shall carry out a physical source year or the survey. Airworthiness review staff shall carry out a physical source year or the survey. Airworthiness review staff shall carry out a physical source year or the survey. Airworthiness review staff shall carry out a physical source year or the survey. Airworthiness review staff shall carry out a																
M.A.708(c) - In the case of commercial air transport, when the operator to stablish a partial falling by the operator to stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the operator of stablish a written maintenance contract between the district of stablish a written maintenance contract between the district of stablish a written maintenance contract between the district of stablish a written maintenance contract between the district of stablish a written maintenance contract between the district of stablish a written maintenance contract between the district of stablish a written maintenance contract between the district of stablish a written maintenance contract between the district of stablish and written maintenance contract between the district of stablish and written maintenance contract between the district of stablish and written maintenance contract between the district of stablish and written maintenance contract between the district																
when the operator is not appropriately approved to Part-145, fallure by the operator to establish a written maintenance contract between the operator to astablish a written maintenance contract between the operator of an arcraft referred to in point of an arcraft referred to in point of an arcraft referred to in point of a full documented review of the aircraft records in order to be satisfied that: 1. airframe, engine and order to be satisfied that: 1. airframe, engine and airworthiness management organisation to carry out a full documented review of the aircraft records in continuity of the airworthiness review pattern, to allow the physical review to take place during alivorthiness management organisation to ensure that its review staff shall carry out a physical survey that its review staff shall carry out a physical survey that its review staff shall carry out a physical survey appropriately qualified to Annex III (Part-66)	583 Air Navigation Order	241(6)	2009	reflects the current status of the aircraft.		Persons listed	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
when the operator is not appropriately approved to Part-145, fallure by the operator to establish a written maintenance contract between the operator to astablish a written maintenance contract between the operator of an arcraft referred to in point of an arcraft referred to in point of an arcraft referred to in point of a full documented review of the aircraft records in order to be satisfied that: 1. airframe, engine and order to be satisfied that: 1. airframe, engine and airworthiness management organisation to carry out a full documented review of the aircraft records in continuity of the airworthiness review pattern, to allow the physical review to take place during alivorthiness management organisation to ensure that its review staff shall carry out a physical survey that its review staff shall carry out a physical survey that its review staff shall carry out a physical survey appropriately qualified to Annex III (Part-66)																
when the operator is not appropriately approved to Part-145, fallure by the operator to establish a written maintenance contract between the operator to astablish a written maintenance contract between the operator of an arcraft referred to in point of an arcraft referred to in point of an arcraft referred to in point of a full documented review of the aircraft records in order to be satisfied that: 1. airframe, engine and order to be satisfied that: 1. airframe, engine and airworthiness management organisation to carry out a full documented review of the aircraft records in continuity of the airworthiness review pattern, to allow the physical review to take place during alivorthiness management organisation to ensure that its review staff shall carry out a physical survey that its review staff shall carry out a physical survey that its review staff shall carry out a physical survey appropriately qualified to Annex III (Part-66)							1									
Part-145, failure by the operator to establish a written maintenance contract between the operator of and a Part-145 approved organisation or another Persons listed SO L4 Civil Sanctions Preferable to Criminal Sanctions No Yes Yes Yes Yes Yes No To satisfy the requirement for the airworthiness review of an aircraft referred to in point M.A.901 (a), the airworthiness management organisation to carry out a full documented review of the aircraft records in order to be satisfied that: 1. airframe, engine and order to be satisfied that: 1. airframe, engine and airworthiness management organisation to carry out a full documented review of the aircraft records in order to be satisfied that: 1. airframe, engine and airworthiness review pattern, to allow the physical review to take place during a maintenance check. Persons listed SO L4 Civil Sanctions Preferable to Criminal Sanctions No Yes Yes Yes Yes No AAT OR OR OR OR OR OR OR OR OR OR OR OR OR							1									
Art 241(6) 2009 written maintenance contract between the operator and a Part-145 approved organisation or another To satisfy the requirement for the airworthiness review of an aircraft referred to in point M.A.901 By derogation to point M.A.901 (a), the airworthiness management organisation to carry or a full documented review of the aircraft records in order to be satisfied that: 1. airframe, engine and rover to be satisfied that: 1. airframe, engine and airworthiness management organisation to carry to allow the physical review to take place during airworthiness management organisation to carry to talk or the place during airworthiness management organisation to carry to talk or the place during airworthiness management organisation to carry to talk or the place during airworthiness management organisation to carry to talk or the place during airworthiness management organisation to carry to talk or the place during airworthiness management organisation to carry to talk or the place during airworthiness management organisation to carry to talk or the place during airworthiness management organisation to carry to talk or the place during airworthiness management organisation to carry to talk place during airworthiness management organisation to carry to talk place during airworthiness management organisation to carry to allow the physical review to take place during airworthiness management organisation to carry to talk place during airworthiness management organisation to carry to talk place during airworthiness management organisation to carry to talk place during airworthiness management organisation to carry to talk place during airworthiness management organisation to carry to talk place during airworthiness management organisation to carry to talk place to take place during airworthiness management organisation to carry to talk place to take place during airworthiness management organisation to carry to talk place to talk place to take place during airworthiness management organisation to carry to talk							1									
S84 Air Navigation Order 241(6) 2009 and a Part-145 approved organisation or another No Yes Yes Yes Yes No No Yes Yes Yes Yes No To satisfy the requirement for the airworthiness review of an aircraft referred to in point M.A. 710(a) - Failure by the approved continuing airworthiness review of the aircraft records in order to be satisfied that: 1. airframe, engine and propeller flying hours and associated flight cycles MA. 710(b) - Failure by the approved continuing airworthiness review and an accident flight cycles MA. 710(b) - Failure by the approved continuing airworthiness review and associated flight cycles MA. 710(b) - Failure by the approved continuing airworthiness review and associated flight cycles MA. 710(b) - Failure by the approved continuing airworthiness review and associated flight cycles MA. 710(b) - Failure by the approved continuing airworthiness review and associated flight cycles MA. 710(b) - Failure by the approved continuing airworthiness review and associated flight cycles To satisfy the requirement for the airworthiness review of an aircraft referred to in point M.A. 901 (a), the airworthiness maximum period of 90 days without loss of continuity of the airworthiness review to take place during a maintenance check. Persons listed SO L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes Yes No To satisfy the requirement for the airworthiness review of an aircraft referred to in point M.A. 910(b) by development of the airworthiness review and associated flight cycles a maintenance check. Persons listed SO L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes No To satisfy the requirement for the airworthiness review of an aircraft referred to in point M.A. 910(b) - Failure by the approved continuing airworthiness review and associated flight cycles To satisfy the requirement for the airworthiness review of an aircraft referred to in point M.A. 910(b) - Failure by the approved continuing air		A == 0					1									
To satisfy the requirement for the airworthiness review of an aircraft referred to in point M.A.901 (a), the airworthiness management organisation to carry out a full documented review of the aircraft records in order to be satisfied that: 1. airframe, engine and propeller flying hours and associated flight cycles MA.710(a) - Failure by the approved continuing airworthiness review can be anticipated by a maximum period of 90 days without loss of continuity of the airworthiness review pattern, to allow the physical review to take place during a maintenance check. MA.710(b) - Failure by the approved continuing airworthiness review pattern, to allow the physical review to take place during a maintenance check. Persons listed SO L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes Yes No MA.710(b) - Failure by the approved continuing airworthiness review staff hot appropriately qualified to Annex III (Part-66)	E94 Air Navigation Order		2000			Pareans listed	so	14	Civil Sanctions Broforable to Criminal Sanctions	No	Ves	Voc	Voc	Voc	Voc	No
review of an aircraft referred to in point M.A.901 (a). Failure by the approved continuing airworthiness review can be anticipated by a maximum period of 90 days without loss of airworthiness review and the anticipated by a maximum period of 90 days without loss of continuity of the airworthiness review pattern, order to be satisfied that: 1. airframe, engine and order to be satisfied that: 1. airframe, engine and a maintenance check. SSS Air Navigation Order 241(6) 2009 propeller flying hours and associated flight cycles a maintenance check. M.A.710(b) - Failure by the approved continuing airworthiness review to take place during a maintenance check. Persons listed SO L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes No M.A.710(b) - Failure by the approved continuing airworthiness management organisation to ensure that its review staff shall carry out a physical survey appropriately qualified to Annex III (Part-66)	JOH MIT INAVIGACION OTUEF	241(0)	2009	and a rait-145 approved organisation of another		reisons usteu	JU	L4	Civil Janictions Preferable to Criminal Sanctions	INO	res	res	res	162	162	INO
review of an aircraft referred to in point M.A.901 (a). Failure by the approved continuing airworthiness review can be anticipated by a maximum period of 90 days without loss of airworthiness review and the anticipated by a maximum period of 90 days without loss of continuity of the airworthiness review pattern, order to be satisfied that: 1. airframe, engine and order to be satisfied that: 1. airframe, engine and a maintenance check. SSS Air Navigation Order 241(6) 2009 propeller flying hours and associated flight cycles a maintenance check. M.A.710(b) - Failure by the approved continuing airworthiness review to take place during a maintenance check. Persons listed SO L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes No M.A.710(b) - Failure by the approved continuing airworthiness management organisation to ensure that its review staff shall carry out a physical survey appropriately qualified to Annex III (Part-66)					To satisfy the requirement for the airworthings		1									
M.A.710(a) - Failure by the approved continuing airworthiness management organisation to carry out a full documented review of the aircraft records in order to be satisfied that: 1. airframe, engine and sinworthiness management organisation to carry on the airworthiness review pattern, to all the continuity of the airworthiness review pattern, to all the continuity of the airworthiness review pattern, to all the continuity of the airworthiness review pattern, to all the continuity of the airworthiness review pattern, to all the continuity of the airworthiness review to take place during a maintenance check. M.A.710(b) - Failure by the approved continuing airworthiness review can be anticipated by a line washing to a continuity of the airworthiness review pattern, to all the continuity of the airworthiness review to take place during a maintenance check. M.A.710(b) - Failure by the approved continuing airworthiness management organisation to ensure that its review staff shall carry out a physical survey airworthiness review staff not appropriately qualified to Annex III (Part-66)							1									
M.A.710(a) - Failure by the approved continuing airworthiness management organisation to carry out a full documented review of the aircraft records in order to be satisfied that: 1. airframe, engine and rorganisation to early out a full documented review of the aircraft records in order to be satisfied that: 1. airframe, engine and propeller flying hours and associated flight cycles a maintenance check. S8S Air Navigation Order 241(6) 2009 propeller flying hours and associated flight cycles a maintenance check. M.A.710(b) - Failure by the approved continuing airworthiness review pattern, to tallow the physical review to take place during a maintenance check. Persons listed SO L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes Yes No That its review staff shall carry out a physical survey appropriately qualified to Annex III (Part-66)					· ·		1									
airworthiness management organisation to carry out a full documented review of the aircraft records in order to be satisfied that: 1 airrafme, engine and 585 Air Navigation Order 241(6) 2009 propeller flying hours and associated flight cycles airworthiness management organisation to ensure that its review staff shall carry out a physical survey appropriately qualified to Annex III (Part-66)				M.A.710(a) - Failure by the approved continuing			1									
a full documented review of the aircraft records in order to be satisfied that: 1. airframe, engine and a maintenance check. Art Art Art Art Art Art Art Ar							1									
Art order to be satisfied that: 1. airframe, engine and 588 Air Navigation Order 241(6) 2009 propeller flying hours and associated flight cycles a maintenance check. Persons listed SO L4 Alternative for Criminal Sanctions No Yes Yes Yes No M.A.710(b) - Failure by the approved continuing airworthiness management organisation to ensure that its review staff shall carry out a physical survey appropriately qualified to Annex III (Part-66)							1									
585 Air Navigation Order 241(6) 2009 propeller flying hours and associated flight cycles a maintenance check. Persons listed SO L4 Alternative for Criminal Sanctions No Yes Yes Yes No M.A.710(b) - Failure by the approved continuing airworthiness management organisation to ensure that its review staff shall carry out a physical survey appropriately qualified to Annex III (Part-66)		Art														
M.A.710(b) - Failure by the approved continuing airworthiness management organisation to ensure that its review staff shall carry out a physical survey appropriately qualified to Annex III (Part-66)	585 Air Navigation Order	241(6)	2009				so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
that its review staff shall carry out a physical survey appropriately qualified to Annex III (Part-66)																\Box
				airworthiness management organisation to ensure	For this survey, airworthiness review staff not											
586 Air Navigation Order 2009 of the aircraft. shall be assisted by such qualified personnel. Persons listed SO L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes Yes Yes No																
	586 Air Navigation Order		2009	of the aircraft.	shall be assisted by such qualified personnel.	Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

			M.A.710(c) - Failure by the airworthiness review staff												
			to ensure through the physical survey of the aircraft												
			that: 1. all required markings and placards are												
			properly installed; and 2. the aircraft complies with												
			its approved flight manual; and 3. the aircraft												
			configuration complies with the approved												
			documentation; and												
			4. no evident defect can be found that has not been												
			addressed according to point M.A.403; and												
			5. no inconsistencies can be found between the												
	Art		aircraft and the paragraph (a) documented review of												
7 Air Navigation Order	241(6)	2009	records.		Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	N
			M.A.710(f) - Failure to send a copy of any airworthiness review certificate issued or extended												
	Art		for an aircraft to the Member State of Registry of												
88 Air Navigation Order	241(6)	2009	that aircraft within 10 days.		Persons listed	so	14	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
oo Ali Navigation Oraci	Art	2003	M.A.710 (g) - Sub-contracting an airworthiness		i craona nateu	30		CIVII Sanctions 1 Telerable to Criminal Sanctions	140	103	140	103	103	103	140
39 Air Navigation Order	241(6)	2009	review task.		Persons listed	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Ť			M.A. 710 (h) - Should the outcome of the												
			airworthiness review be inconclusive, failure by a												
			CAMO to inform the competent authority as soon as												
			practicable but in any case within 72 hours of the												
	Art		organisation identifying the condition to which the				1								
00 Air Navigation Order	241(6)	2009	review r		Persons listed	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
				145 A50(a) Bu deverable to the second ()											
			145 A 50(a). The issuing of a contificate of release to	145.A50(e) By derogation to paragraph (a),											
			145.A.50(a) - The issuing of a certificate of release to service by appropriately authorised certifying staff	maintenance ordered, it may issue a certificate											
			on behalf of the organisation when -it has not been	of release to service within the approved											
	Art		verified that all maintenance ordered has been	aircraft limitations. The organisation shall enter											
Air Navigation Order	241(6)	2009	properly carried out by the organisation		Persons listed	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			,												
				145.A50(e) By derogation to paragraph (a),											
			145.A.50(a) - The issuing of a certificate of release to												
			service by appropriately authorised certifying staff	maintenance ordered, it may issue a certificate											
			on behalf of the organisation when there are non-	of release to service within the approved											
	Art		compliances which are known that hazard seriously	aircraft limitations. The organisation shall enter											
22 Air Navigation Order	241(6)	2009	the flight safety.	such fact in the aircraft	Persons listed	SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
			145.A.50(b) - Failure to issue a certificate of release												
	Art		to service before flight at the completion of any												
93 Air Navigation Order	241(6)	2009	maintenance.		Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			145.A.50(c) - Failure to bring new defects or												
			incomplete maintenance work orders identified												
			during the above maintenance to the attention of												
			the aircraft operator for the specific purpose of												
			obtaining agreement to rectify such defects or												
			completing the missing elements of the maintenance												
			work order. In the case where the aircraft operator	In the case where the aircraft operator declines											
	Art		declines to have such maintenance carried out under												
4 Air Navigation Order	241(6)	2009	this paragraph, paragraph (e) is applicable.	paragraph, paragraph (e) is applicable.	Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
									Ţ	T	Ţ		T	T	
				The authorised release certificate or											
				airworthiness approval tag identified as EASA											
				Form 1 in Appendix I to this Part constitutes the											
			145.A.50(d) - Failure to issue a certificate of release	component certificate of release to service.											
NE Alla Mandandia a Conda	Art	2000	to service at the completion of any maintenance on	When an organisation maintains a component	Daniel Bata d		14	Albania Alas fan Calanta al Canada an			.,		.,	ν.	
5 Air Navigation Order	241(6)	2009	a component whilst off the aircraft	for its own use, an EASA Form 1	Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
				As a minimum, the organisation shall retain											
				records necessary to prove that all											
				requirements have been met for issuance of the											
	Art		145.A.55(a) - Failure by the organisation to record all												
	241(6)	2009	details of maintenance work carried out.		Persons listed	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
6 Air Navigation Order									ĺ						
6 Air Navigation Order		1	145.A.55(b) - Failure by the organisation to provide a												
6 Air Navigation Order							1								
Air Navigation Order			copy of each certificate of release to service to the								J			J	
96 Air Navigation Order			copy of each certificate of release to service to the aircraft operator, together with a copy of any												
6 Air Navigation Order	Art 241(6)		copy of each certificate of release to service to the		Persons listed	so		Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes			

598 Air Navigation Order	Art 241(6)		145.A.55(c) - Failure by the organisation to retain a copy of all detailed maintenance records and any	The records under this paragraph shall be stored in a manner that ensures protection from damage, alteration and theft. 2. Computer backup discs, tapes etc. shall be stored in a different location from that containing the working discs, tapes etc., in an environment that ensures they remain in good condition. 3. Where an organisation approved under this Part terminates its operation, all retained maintenance records covering the last two years shall be distributed to the last owner or customer of the respective aircraft or component or shall be stored as specified by the competent authority.		so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
	Art 241(6)		145.A.60(a) - Failure by the organisation to report to the competent authority, the state of registry and the organisation responsible for the design of the aircraft or component any condition of the aircraft											No	
599 Air Navigation Order	241(6)	2009	or component identified by the organisation		Persons listed	SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	NO	No
600 Air Navigation Order	Art 241(6)		145.A.60(b) - Failure by the organisation to establish an internal occurrence reporting system as detailed in the exposition to enable the collection and evaluation of such reports, including the assessment and extraction of those occurrences to be repo		Persons listed	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	Δrt		145.A.60(c) - Failure by the organisation to make such reports in a form and manner established by the Agency and to ensure that they contain all pertinent information about the condition and												
601 Air Navigation Order	241(6)	2009	evaluation results known to the organisation.		Persons listed	so	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
602 Air Navigation Order	Art 241(6)	2009	145.A.60(d) - Where the organisation is contracted by a commercial operator to carry out maintenance, the organisation failure by that organisation to also report to the operator any such condition affecting the operator's aircraft or component. 145.A.60(f) - Failure by the organisation to produce and submit reports under 145.A.60 (a) as soon as practicable but in any case within 72 hours of the organisation they did not the organisation which the		Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
603 Air Navigation Order	241(6)		report relates.		Persons listed	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
604 Air Navigation Order	Art 241(7)		M.A.201(a) and (b) - Failure by the owner responsible for the continuing airworthiness of an aircraft to ensure that no flight takes place unless: 1. the aircraft is maintained in an airworthy condition, and; 2. any operational and emergency equipment	(b) When the aircraft is leased, the responsibilities of the owner are transferred to the lessee if: 1. the lessee is stipulated on the registration document, or; 2. detailed in the leasing contract. When reference is made in this Part to the 'owner', the term covers the owner or lessee as appropriate.	Persons listed	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	Art			carried out by an approved maintenance											
605 Air Navigation Order 606 Air Navigation Order	241(7) Art 241(7)		flight inspection. M.A.201(e) and (f) - In the case of large aircraft, in order to satisfy the responsibilities of paragraph (a) failure by the owner of an aircraft to ensure that the tasks associated with continuing airworthiness are performed by an approved continuing	organisation or by Part-66 certifying staff.	Persons listed	TEW	L5	Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No	Yes	Yes	Yes		Yes	No No
607 Air Navigation Order	Art 241(7)		M.A.201(h) - In the case of commercial air transport, failure by the operator responsible for the continuing airworthiness of the aircraft it operates to: 1. be approved, as part of the air operator certificate issued by the competent authority, pursuant to M.A. Subpart G for the aircraft it operates; and 2. be approved in accordance with Part-145 or contract such an organisation; and 3. ensure that paragraph (a) is satisfied.		Persons listed	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

						1	1								
608 Air Navigation Order	Art 241(7)	2009	M.A.201(i) - Failure by an operator requested by a Member State to hold a certificate for its operational activities, other than for commercial air transport, to: 1. be appropriately approved, pursuant to M.A. Subpart G, for the management of the conti		Persons listed	TEW	LS	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
609 Air Navigation Order	Art 241(7)	2009	M.A.403(a) - Failure by an operator or owner to ensure that:(a) Any aircraft defect that hazards seriously the flight safety shall be rectified before further flight.	(b) Only the authorised certifying staff, according to M.A.801 (b) 1, M.A.801 (b) 2 or Part-145 can decide, using M.A.401 maintenance data, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification ac	Persons listed	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
610 Air Navigation Order	Art 241(7)	2009	M.A.403(c) - Failure by an operator or owner to ensure that any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data.		Persons listed	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
611 Air Navigation Order	Art 241(7)	2009	M.A.403(d) - Failure by an operator or owner to ensure that: ((d) Any defect not rectified before flight shall be recorded in the M.A.305 aircraft maintenance record system or M.A.306 operator's technical log system as applicable.	(b) Only the authorised certifying staff, according to M.A.801 (b) 1, M.A.801 (b) 2 or Part-145 can decide, using M.A.401 maintenance data, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification ac	Persons listed	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	Art		M.A.902(b) - An aircraft must not fly if the airworthiness certificate is invalid or if:1. the continuing airworthiness of the aircraft or any component fitted to the aircraft does not meet the requirements of this Part, or; 2. the aircraft does not												
612 Air Navigation Order The Air Navigation (Single	241(7)	2009	r		Persons listed	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
European Sky)(Penalties) Order 2009 – SI.2009 620 No.1735	Art 3		Provision of air navigation services without certification – Art 7.1 SPR		Persons listed	TEW		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 621 No.1735	Art 5		Provision of met services without designation – Art 8.1 SPR		Persons listed	so		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 622 No.1735	Art 6		ANSP availing itself of services of other non-certified ANSPs – Art 10 SPR		Persons listed	TEW		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 623 No.1735	Art 7		Using a system/constituent contrary to a prohibition — Art 7 IOPR		Persons listed	so		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 624 No.1735	Art 8(3)		ANSP failing to facilitate compliance monitoring under CRs or ChReg		Persons listed	TEW		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 625 No.1735	Art 9		Offences in relation to documents and records with intent to deceive		Persons listed	TEW		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009															
626 No.1735 The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009	Art 10		Intentional obstruction of authorised persons		Persons listed	TEW		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
627 No.1735 The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009	11(1)(a) Art		Non-compliance with a designation – Art 8 SPR Failure to secure approval of ANSP working		Persons listed	TEW		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
628 No.1735 The Air Navigation (Single European Sky)(Penalties) Order 2009 – Sl.2009	11(1)(b) Art		relationship – Art 10 SPR Failure to demonstrate compliance with CRs – CR		Persons listed	TEW		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
629 No.1735	11(1)(c)		Art 5.1		Persons listed	TEW		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes

	1											
The Air Navigation (Single												
European Sky)(Penalties) Order 2009 – SI.2009	Art											
630 No.1735	11(1)(c)	Failure to notify planned changes to NSA – CR Art 5.2	Persons listed	TEW	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single	11(1)(0)	railure to notify planned changes to NSA – CK Art 5.2	Persons listed	ILW	Alternative for Criminal Sanctions	INU	163	163	163	163	163	163
European Sky)(Penalties)												
Order 2009 – SI.2009	Art											
631 No.1735	11(1)(d)	Failure to take corrective action - CR Art 5.4	Persons listed	TEW	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single	1											
European Sky)(Penalties)												
Order 2009 – SI.2009	Art	Provision of services within airspace contrary to										
632 No.1735	11(2)(a)	notified terms – Art 4(b)	Persons listed	TEW	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single												
European Sky)(Penalties)												
Order 2009 – SI.2009	Art	Failure to comply with obligations under designation										
633 No.1735	11(3)(b)	– Art 9 SPR	Persons listed	so	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single												
European Sky)(Penalties) Order 2009 – SI.2009	Art	Failure to provide EC DoC for constituents – Art 5.2										
634 No.1735	11(4)(b)	IOPR	Persons listed	so	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single	11(4)(0)	IOTA	i ersons naced	30	Atternative for Criminal Safetions	140	103	103	103	163	103	163
European Sky)(Penalties)												
Order 2009 – SI.2009	Art											
635 No.1735	11(4)(c)	Failure to provide EC DoV for systems - Art 6.2 IOPR	Persons listed	so	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single		, ,										
European Sky)(Penalties)												
Order 2009 - SI.2009	Art	Failure to submit DoV with technical file - Art 6.2										
636 No.1735	11(4)(d)	IOPR	Persons listed	SO	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single												
European Sky)(Penalties)												
Order 2009 – SI.2009	Art	Failure to provide additional interoperability										
637 No.1735	11(4)(e)	information – Art 6.2 IOPR	Persons listed	SO	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single												
European Sky)(Penalties) Order 2009 – SI.2009		Failure to establish costs incurred in ANC provision										
638 No.1735	Art 11(5)	Failure to establish costs incurred in ANS provision – Art 5 Ch Reg	Persons listed	so	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single	AIT II(3)	Art 5 cir neg	Persons listed	30	Atternative for Criminal Sanctions	INU	163	163	163	163	163	163
European Sky)(Penalties)												
Order 2009 – SI.2009		Failure to establish costs consistent with SPR Art 12										
639 No.1735	Art 11(5)	- Art 6(1) Ch Reg	Persons listed	so	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single												
European Sky)(Penalties)												
Order 2009 - SI.2009												
640 No.1735	Art 11(5)	Failure to break down costs – Art 6(2) Ch Reg	Persons listed	SO	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single												
European Sky)(Penalties)												
Order 2009 – SI.2009												
641 No.1735	Art 11(5)	Failure to allocate costs transparently – Art 7 Ch Reg	Persons listed	SO	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single												
European Sky)(Penalties) Order 2009 – SI.2009		Failure to organise exchange of information on cost										
642 No.1735	Art 11(5)	bases – Art 8 Ch Reg	Persons listed	so	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single	ULT 11(2)	Dates Area Grines	reisons iisted	30	Atternative for Criminal Salictions	INU	162	162	162	162	163	162
European Sky)(Penalties)												
Order 2009 – SI.2009												
643 No.1735	Art 11(5)	Failure to establish terminal charges Art 11 Ch Reg	Persons listed	so	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single	\-,'						-1		- 1			
European	Art 6(c)											
Sky)(Penalties)(Amendment												
Order 2013 – SI.2013	Art	Contravention of ATS unit obligations – Art 6 ATFM										
644 No.2874	11(4)(aa)]	IR	ATS provider	SO	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single												
European	Art 6(c)											
	t) [inserting											
Sky)(Penalties)(Amendment			ļ									
Order 2013 - SI.2013	Art	Contravention of operator obligations – Art 7 ATFM			Alexandelia for Calasti, 100 st						,,,	
Order 2013 – SI.2013 645 No.2874		Contravention of operator obligations – Art 7 ATFM IR	Operator of aircraft	so	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
Order 2013 – SI.2013 645 No.2874 The Air Navigation (Single	Art 11(4)(aa)]	Contravention of operator obligations – Art 7 ATFM IR	Operator of aircraft	SO	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
Order 2013 – SI.2013 645 No.2874 The Air Navigation (Single European	Art 11(4)(aa)] Art 6(c)	Contravention of operator obligations – Art 7 ATFM IR	Operator of aircraft	so	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
Order 2013 – SI.2013 No.2874 The Air Navigation (Single European Sky)(Penalties)(Amendment	Art 11(4)(aa)] Art 6(c) [inserting	IR	Operator of aircraft	SO	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
Order 2013 – SI.2013 645 No.2874 The Air Navigation (Single European	Art 11(4)(aa)] Art 6(c)	Contravention of operator obligations – Art 7 ATFM IR Contravention of airport managing bodies obligations – Art 8 ATFM IR	Operator of aircraft airport managing body	so	Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No	Yes	Yes	Yes	Yes	Yes	Yes

					1			1							
The Air Navigation (Single															
European	Art 6(c)														
Sky)(Penalties)(Amendment)	[inserting														
Order 2013 – SI.2013	Art		Failure to ensure consistency of flight plan and slot –												
647 No.2874	11(4)(aa)]		Art 9(2) ATFM IR		ATS provider	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single															
European	Art 6(c)														
Sky)(Penalties)(Amendment)	[inserting														
Order 2013 – SI.2013	Art		Failure to ensure co-ordination for critical events –												
648 No.2874	11(4)(aa)]		Art 10.2 ATFM IR		ATS provider	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single															
European	Art 6(c)														
Sky)(Penalties)(Amendment)	[inserting														
Order 2013 - SI.2013	Art		Failure to provide information on flight plan												
649 No.2874	11(4)(aa)]		adherence – Art 11.2 ATFM IR		ATS provider	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single															
European	Art 6(c)														
Sky)(Penalties)(Amendment)															
Order 2013 – SI.2013	Art		Failure to submit reports on non-compliances to												
650 No.2874	11(4)(aa)]		CFMU – Art 11.5 ATFM IR		ATS provider	so		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single	, ,,, ,,,														
European	Art 6(g)														
Sky)(Penalties)(Amendment)															
Order 2013 – SI.2013	after Art														
651 No.2874	11(4)]		Failure to provide accepted flight plan		ATS provider	so		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
The Air Navigation (Single	11(4)]		railure to provide accepted night plan		A13 provider	30		Alternative for Criminal Salictions	NO	162	162	162	res	res	162
	Art 6(e)														
European															
Sky)(Penalties)(Amendment)															
Order 2013 – SI.2013	after Art				.=-										
652 No.2874	11(4)(e)]		Failure to comply with any IR under Art 3 IOPR		ATS provider	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
			Aerobic flights over the congested area of any city,												
			town or settlement or within notified controlled air												
Rules of the Air Regulation			space other than with the consent of the appropriate												
655 2015	Rule 4	2015	air traffic control unit.		aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Formation flights by military aircraft must be flown												
Rules of the Air Regulation			at a distance not exceeding 1 nautical mile laterally												
656 2015	Rule 5	2015	and 30 metres vertically from the leading aircraft.		aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Aircraft must not take off or land within a congested												
			area except an aerodrome in accordance with												
			procedures notified by the CAA or at a landing site												
Rules of the Air Regulation			which is not an aerodrome in accordance with a												
657 2015	Rule 6(1)		permission issued by the CAA		aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	, , , ,		,		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,										
			An aircraft must not land or take-off within 1,000												
			metres of an open-air assembly of more than 1,000												
			persons except at an aerodrome in accordance with												
			procedures notified by the CAA; or at a landing site												
			which is not an aerodrome in accordance with												
Rules of the Air Regulation			procedures notified by the CAA and with the written												
658 2015	Rule 6(2)	2015	permission of the organiser of the assembly		aircraft operator/pilot	so		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
030 2013	Rule 0(2)	2013	permission of the organiser of the assembly		anci art operator/pilot	30	L4	ALCOHALIVE FOR CHIRINIAN SANCTIONS	INO	res	res	162	res	res	INO
			(1) An aircraft to which this rule applies must + fi												
			(1) An aircraft to which this rule applies must not fly												
			over a congested area of a city, town or settlement												
			other than to the extent necessary in order to take												
			off or land in accordance with normal aviation												
			practice. (3) The rule applies to an aircraft that—												
			(a) does not have a valid certificate of airworthiness												
			in force and (b) is flying for the purpose of (i)												
			experimenting with or testing the aircraft or any												
			engines or equipment installed or carried in the												
			aircraft or (ii) enabling the aircraft to qualify for (aa)												
			the issue or validation of a certificate of	(2) Paragraph (1) does not apply if the CAA had											
Rules of the Air Regulation			airworthiness, (bb) the approval of a modification of	given its written permission for the flight over											
659 2015		2015		the congested area	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	Rule 7														
	Rule 7		An aircraft must not take off with tow ropes, banners												
	Rule 7														
	Rule 7		or similar articles towed by it at an aerodrome												
	Rule 7														
	Rule 7		or similar articles towed by it at an aerodrome except in accordance with arrangements made with the air traffic control unit at the aerodrome or, if												
Rules of the Air Regulation	Rule 7		or similar articles towed by it at an aerodrome except in accordance with arrangements made with		aircraft operator/pilot	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

			(1) Tow ropes, banners or similar articles towed by												
			aircraft must not be picked up by, or dropped from,												
			an aircraft at an aerodrome except—												
			(a) in accordance with arrangements made with												
			the air traffic control unit at the aerodrome or, if												
			there is no unit, with the person in charge of the												
			aerodrome; or (b) in the area designated by the marking described												
			in rule 22(7) (a yellow cross with two arms each 6m												
			long by 1m wide at right angles) but only when the												
Rules of the Air Regulation			aircraft is flying in the direction appropriate for												
661 2015	Rule 8(2)	2015	landing		aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			If an air traffic control unit has communicated to												
Rules of the Air Regulation 662 2015	Rule 10(1)		aircraft an order of priority for landing, the aircraft must approach to land in that order		aircraft operator/pilot	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
002 2013	10(1)	2013	must approach to land in that order		ancrare operatory prior	30		Accinative for Criminal Sanctions	140	103	163	163	163	103	140
			If an aircraft gives way to another aircraft that is												
			making an emergency landing at night then,												
			notwithstanding that the commander that gives way												
Dules of the Air Degulation	Rule		may have previously received permission to land, the commander must not attempt to land until the												
Rules of the Air Regulation 663 2015	10(2)	2015	commander has received further permission t do so		aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	(-/				, , , , , , , , , , , , , , , , , , , ,										
			Subject to paragraph (4), a flying machine or glider												
			must not land on a runway at an aerodrome if there												
			are other aircraft on the runway												
			If landings and take-offs are not confined to a												
			runway rules apply so that: (a) the flying machine or												
			glider must leave clear on its left any aircraft which												
			has landed, is landing or is about to turn left; (b) a												
			flying machine or glider which is about to turn must												
			turn to the left if the commander of the aircraft is satisfied that such action will not interfere with												
			other traffic movements and (c) a flying machine												
			which is about to take off must take up position and												
			manoeuvre in such a way as to leave clear on its left												
			any aircraft which has already take off or is about to												
			take off.												
Rules of the Air Regulation			A flying machine must move clear of the landing area	The rules does not apply if the air traffic control											
664 2015	Rule 11	2015	as soon is it is possible to do so after landing.	the flying machine or glider	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
				, ,											
			An aircraft must not, during the notified hours of												
			watch of the air traffic control unit at a Government												
			aerodrome, an aerodrome with an air traffic control unit, fly, take of or land within an aerodrome traffic												
			zone without receiving clearance from the relevant												
			air traffic control unit, or if it has no such unit but a												
			flight information service unit or an air/ground radio												
Rules of the Air Regulation	Rule 12		station, during the notified hours of watch of the									.,			
665 2015	(2)	2015	same.		aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			The commander of the aircraft must cause a												
			continuous watch to be maintained on the												
			appropriate radio frequency or, if this is not possible,												
			cause a watch to be kept for instructions by visual												
			means and, if the aircraft is equipped with radio												
			communications, communicate the aircraft's position and height to the air traffic control unit or the flight												
			information service unit or the air/ground												
Rules of the Air Regulation	Rule 12		communication service on entering the aerodrome												
666 2015	(6)	2015	traffic zone.		aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			An already much not management out on												
			An aircraft must not manoeuvre onto an apron unless given permission by the person in charge of												
Rules of the Air Regulation			the aerodrome or the flight information centre												
		2015	notified as being on watch at the aerodrome.		aircraft operator/pilot	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
667 2015	Rule 13	2015	nothica as being on water at the acroaronic.			50									
Rules of the Air Regulation	Rule		A person or vehicle may not go onto any part of the				-		-						
			A person or vehicle may not go onto any part of the aerodrome unless authorised to do so		aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Rules of the Air Regulation 668 2015	Rule 14(1)		A person or vehicle may not go onto any part of the aerodrome unless authorised to do so The commander in charge of a flying vehicle must				L4	Alternative for Criminal Sanctions	No					Yes	No
Rules of the Air Regulation	Rule	2015	A person or vehicle may not go onto any part of the aerodrome unless authorised to do so		aircraft operator/pilot		L4	Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No					Yes	No No

			Where the commander of the flying vehicle is not on											
			board and the aircraft is being towed, then the											
			person towing should exercise reasonable care to											
Rules of the Air Regulation	Rule		ensure that the towed aircraft doesn't collide with											
670 2015	15(2)	2015	another aircraft.	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Vehicles on the apron must give way to taxiing											
			aircraft and vehicles in charge of towing. However											
			vehicles and vehicles towing aircraft must comply											
Rules of the Air Regulation	Rule		with instructions issued to them by an air traffic											
671 2015	15(4)	2015	control unit at the aerodrome.	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			If any light required by SERA.3214 fails during the											
			night, the aircraft must land as safely and quickly as											
			possible unless granted permission to do so											
Rules of the Air Regulation			otherwise in conjunction with the appropriate air											
672 2015	Rule 17	2015	traffic control.	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
			An airship must display 2 black balls suspended											
			below the control car, one at least 4 metres above											
			the other and one at least 8 metres below the											
			control car. This must be done when: the airship is											
			not under command (including when it cannot											
Rules of the Air Regulation			execute a manoeuvre which it may be required to											
673 2015	Rule 18	2015	execute by the rules.	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
0,3 2013	vaic 19	2013	A person in an aircraft or on an aerodrome or at any	ancian operator/prior	30	L44	Accordance for Comminar Sanctions	INU	162	162	162	162	162	UVU
		l												
			place at which an aircraft is taking off or landing											
		l	must not—											
			a) make any signal which may be confused with a											
		l	signal specified in SERA.3215; or											
			b) except with lawful authority, make any signal											
			which the person knows or ought reasonably to											
			know to be a signal in use for signalling to or from											
Rules of the Air Regulation			any of Her Majesty's naval, military or air force											
674 2015	Rule 20	2015	aircraft	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			Subject to Rule 25 all aircraft must be flown in											
			accordance with the requirements for flight in											
Rules of the Air Regulation			airspace pursuant SERA.6001 and Appendix 4 of											
675 2015	Rule 24	2015	SERA.	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			An aircraft flying in Visual Meteorological (b) in											
			Class C airspace above flight level 195; or (c) along											
Rules of the Air Regulation			a Class C ATS route at any level, must be flown in											
676 2015	Rule 25	2015	accordance with the Instrument Flight Rules	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			A commander of an aircraft must not use a											
			navigation aid without complying with restrictions											
			and procedures as may be notified in relation to that											
			aid. However under rule 26(2) – the commander is											
Rules of the Air Regulation			not required to comply with this rule if the aircraft is											
677 2015	Rule 26	2015	re	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			An aircraft without radio equipment must not fly											
		1	within class B, class C or Class D airspace during the											
			notified hours of watch of the appropriate air traffic											
Rules of the Air Regulation	Rule		control unit unless authorised to do so by the air											
678 2015	27(1)	2015	traffic control unit.	aircraft operator/pilot	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Voc
0/0 2013	2/(1)	2013	danic condoi unit.	and art operator/prior	30	L4	ALCOHOLIVE TO CHIMINAL SAUCTIONS	INO	res	res	res	162	res	Yes
		l	An aircraft without radio equipment and flown in											
		l	accordance with the Instrument Flight rules must not											
Bullion of the Alle Book 1 of	Duly 27		fly in Class E airspace during the notified hours of											
Rules of the Air Regulation	Rule 27		watch of the appropriate air traffic control unit											
679 2015	(2)	2015	unless authorised to do so by the air traffic cont	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
-	241(6) of,													
Standardised European Rule		l	SERA.2005 Compliance with the rules of the air The											
of the Air regulation -	Schedule	l	operation of an aircraft either in flight, on the											
Commission Implementing	13, Part		movement area of an aerodrome or at an operating											
Regulation (EU) No 923/201	2 B, Section	l	site shall be in compliance with the general rules, the											
680 of 26th September 2012	6	2012	applicable local provisions and, in addition, w	 aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	241(6) of,		SERA.2010(a) Responsibilities The pilot-in-command											
Standardised European Rule			of an aircraft shall, whether manipulating the											
of the Air regulation -	Schedule		controls or not, be responsible for the operation of											
Commission Implementing	13, Part		the aircraft in accordance with this Regulation,											
Regulation (EU) No 923/201			except that the pilot-in-command may depart from											
681 of 26th September 2012	6	2012	these	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	1-		i e e e e e e e e e e e e e e e e e e e	1	1									

Security of the control of the control of the control of the compared and the finding of the control of the finding of the control of the compared and only the control of				 										
Standards Engineer for grown from the control of th														
Second continue Co														
promotion improveding 11, Part 12, Part 12, Part 13, Part 14, Part														
Segretion (Carlo Section 2014) A contribution of the Carlo Section 2014 A contribution of the Carlo Section 2014 A contribution of the Carlo Section 2014 A contribution of the Carlo Section 2014 A contribution of the Carlo Section 2014 A contribution 2014 A contribution of the Carlo Section 2014 A contribution 2014 A contribution of the Carlo Section 2014 A contribution 2014 A contribution of the Carlo Section 2014 A contribution of t														
Section of the company of the comp														
Consideration Engagements and set of the programment and the progr		B, Section												
Southerful Programs Table Page Company	682 of 26th September 2012	6	2012 un	aircraft operator/pilot	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Southerful Programs Table Page Company		2/11/6) of												
after the property and a property of the prope			SERA 3110 Cruising levels The cruising levels at which											
Semiphore Pills by 17 C. Notes of the Semiphore Pills by 17 C. Notes o														
Seguition (15) to 25/20/20 5 common of the control of the contro														
Selection Segmentary (252 6, 2012) applicability, allowed the research on all times of the control of the con														
Available of the filters in timeric week per and, for formation the security and security of the security of t	683 of 26th September 2012	6		aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
strangement among the policities commonated the according many time policities control of the policy of the commonate and enterpretation of the policy of the commonate and enterpretation of the policy of the commonate and enterpretation of the policy of the commonated and enterpretation of the policy of the commonated and enterpretation of the policy of the commonated and enterpretation of the policy of the commonated and enterpretation of the policy of the commonated and enterpretation of the policy of the commonated and enterpretation of the policy of the commonated and enterpretation of the policy of the commonated and enterpretation of the policy of the commonated and enterpretation of the policy of the commonated and policy of the policy of th			SERA.3135 Formation flights											
strangement among the plots in command the fact that will be a first and production of the production														
Security of the Party of the Commission of the C														
Fig. Fig.														
conditions procedured that companies and the companies authority. Description of the companies authority. Description of the companies and the description of the description of the companies and the description of the description of the description of the companies and the description of the desc														
The control to the formation of the control of the formation of the formation of the formation of the formation of the formation of the formation of the flight codes and the process of the formation of the flight codes and the process of the formation of the flight codes and the process of the flight codes and the flight codes and the process of the flight codes and the process of the flight codes and the process of the flight codes and the flight codes and the process of the flight codes and the process of the flight codes and the process of the flight codes and														
Go one of the pitcher-command abilities dependent as a single alricard with registration between alricard in the fight fades in the fight fades in the registration of the pitcher command of the other server in the fight fades in the registration of the other server in the fight fades in the registration of the other server in the fight fades in the registration of the other server in the fight fades in the registration of the other server in the fight fades in the registration of the other server in the fight fades in the registration of the other server in the fight fades in the registration of the other server in the fight fades in the registration of the other server in the fight fades in the registration of the other server in the fight fades in the registration of the other server in the fight fades in the registration of the other server in the registration of the other server in the fight fades in the registration of the other server in the registration of the other server in the fight fades in the registration of the other server in the fight fades in the registration of the registration of the other server in the fight fades in the registration of the other server in the fight fades in the registration of the other server in the fight fades in the registration of the registr														
is the flight leader; (i) the formation operation are all only of partial with regard to an experience are a long of strate with regard to an experience are a long of strate with regard to an experience with the flight shall be recommand of the other error than the flight and shall colded periods of resultion where we will be recommand of the other error than the flight and shall colded periods of resultion where a work in the flight and shall colded periods of resultion where a work in the flight and shall colded periods of resultion where a work in the flight and shall colded periods of resultion where a work in the flight and shall colded periods of resultion where a work in the flight and shall colded periods of resultion where a work in the flight and shall colded periods of resultion where a work in the flight and were a straight and were a straight and were a straight and shall colded periods. The colded periods of the Air regulation is considered and the straight and shall colded periods of the Air regulation. Shandardood European falles and of the Air regulation is considered and the straight and the														
(a) the formation operates as a single arrowth with eget the consequence and position reporting. (b) the formation operates as a single arrowth with eget the consequence and position reporting. (c) the second of the design o														
regard to avaigation and positive regarding. Standardinal European Males of the Air regalation Commission implementation 13. Part Regulation (13. Schools European Males of the Air regulation Commission implementation 13. Schools European Males of the Air regulation Commission implementation 13. Schools European Males of the Air regulation Commission implementation 13. Schools European Males of the Air regulation Commission implementation 13. Schools European Males of the Air regulation Commission implementation 13. Schools European Males of the Air regulation Commission implementation 13. Schools European Males of the Air regulation Commission implementation 13. Part Begulation (13. Schools European Males of the Air regulation Commission implementation 13. Part Begulation (13. Schools European Males of the Air regulation Commission implementation 13. Part Begulation (13. Schools European Males of the Air regulation Commission implementation 13. Part Begulation (13. Schools European Males of the Air regulation Commission implementation 13. Part Begulation (13. Schools European Males of the Air regulation Commission implementation 13. Part Begulation (13. Schools European Males of the Air regulation Commission implementation 13. Part Begulation (13. Schools European Males of the Air regulation Commission implementation 13. Part Begulation (13. Schools European Males of the Air regulation Commission implementation 13. Part Begulation (13. Schools European Males of the Air regulation Commission implementation 13. Part Begulation (13. Schools European Males of the Air regulation Commission implementation 13. Part Begulation (13. Schools European Males of the Air regulation Commission implementation 13. Part Begulation (13. Schools European Males of the Air regulation Commission implementation 13. Part Begulation (13. Schools European Males of the Air regulation Commission implementation 13. Part Begulation (13. Schools European Males of the Air regulation Commission implementation 13. Part Begulation (13. Schools E			as and migrations of											
(c) expansion between earrors in the flight shall be well and all control expension of the state of the activate in the flight shall be well and all include protections the flight and all include protections of the state of the activate in the flight and all include protections of the state of the activate in the flight and all include protections of the state of the activate in the flight and all include protections of the state of the activate in the flight and all include protections of the state of the activate in the flight and all include protections of the state of the activate in the flight and all includes protections of the state of the activate in the flight and all includes protections within the formation and draing introl gard breakway; and all includes protections of the state of the state of the state of the formation and ending introl gard breakway; and all includes protections of the state of the			(b) the formation operates as a single aircraft with											
the responsibility of the flight leader and the pilotic incommand of the chee aircraft in the filter and shall include periods of transition when sarral are shall include periods of transition when sarral are shall include periods of transition when sarral are shall include periods of transition when sarral are shall include periods of transition when sarral are shall include periods of transition when sarral are shall include periods of transition when sarral are shall include periods of transition when sarral are shall include periods of transition when sarral are shall include periods of transition when sarral are shall include periods of transition when sarral are shall include periods of the Air regulation. 24.(6) of, 24.			regard to navigation and position reporting;											
the responsibility of the flight leader and the plots in-command of the ether aircraft in the fight and shall include periods of transition when sarraft are shall include periods of transition when sarraft are shall include periods of transition when sarraft are shall include periods of transition when sarraft are shall include periods of transition when sarraft are shall include periods of transition when sarraft are shall include periods of the flight sand in an aircraft sarraft of the Air regulation Commission implementation and state of the Air regulation Commission implementation and state of the Air regulation Commission implementation and state of the Air regulation Commission implementation Standardised European Roles and of the Air regulation Commission implementation Standardised European Roles and of the Air regulation Commission implementation Commission implementation Commission implementation Standardised European Roles Standardised European Roles and of the Air regulation Commission implementation Standardised European Roles Standardised European Roles and of the Air regulation Commission implementation Standardised European Roles Standardised European Roles and of the Air regulation Commission implementation Standardised European Roles Standardised Europ														
in command of the other acteriate in the flight and shall include protection of transition where are an absenceding to attain their command and shall include protection of transition where a reasonably and shall include protection of transition where a reasonably and shall include protection of transition where a reasonably and shall include protection of transition where a reasonably and shall include protection of transition where a reasonably and shall include protection of transition where a reasonably and standard design from the fight stader in control and the flight stader in cont														
displayed personal formation when aircraft are manoeuring to statish left own experitation with the formation and during join-up and breaksway; and self-displayed personal prograph of the formation and during join-up and breaksway; and self-displayed personal prograph of the formation and during join-up and breaksway; and self-displayed personal prograph of the formation and during join-up and breaksway; and self-displayed personal prograph of the formation and during join-up and breaksway; and self-displayed personal prograph of the formation and during join-up and breaksway; and self-displayed personal prograph of the formation and during join-up and breaksway; and self-displayed personal prograph of the formation and during join-up and breaksway; and self-displayed personal prograph of the formation and during join-up and breaksway; and self-displayed personal prograph of the formation and during join-up and breaksway; and self-displayed personal prograph of the files and self-d														
moneowing to attain their own separation within the formation and during join-up and duri														
the formation and during plan-up and breakway; and () for Stata sizrad an anadomic lateral, longshidold and vertical distance between exist activated with the Chicago Convention on Footberland Plane and Convention Plane and Convention on Footberland Plane and Convention Plane and Convention Plane and Convention Plane and Convention on Footberland Plane and Convention Plane and Convent														
standardised European Rules of the Air regulation— Commission Implementing 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary 18, Part of 25th September 2012 6 0 2012. Big the Early and implementary														
241(6) of, Standardised European Rules and of the Air regulation. Schedule Commission Implementing; B, Part Regulation (IU) No 932/2012 B, Section & Schedule Commission Implementing; B, Part Regulation (IU) No 932/2012 B, Section & Schedule Commission Implementing; B, Part Regulation (IU) No 932/2012 B, Section & Schedule Commission Implementing; B, Part Regulation (IU) No 932/2012 B, Section & Schedule Commission Implementing; B, Part Regulation (IU) No 932/2012 B, Section & Schedule Commission Implementing; B, Part Regulation (IU) No 932/2012 B, Section & Schedule Commission Implementing; B, Part Regulation (IU) No 932/2012 B, Section & Schedule Commission Implementing; B, Part Regulation (IU) No 932/2012 B, Section & Schedule Commission Implementing; B, Part Regulation (IU) No 932/2012 B, Section & Schedule Commission Implementing; B, Part Regulation (IU) No 932/2012 B, Secti														
Standardised European Rules and of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 40 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 40 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 40 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 40 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 40 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 40 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 40 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 40 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 40 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 40 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 40 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 40 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 40 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 50 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 50 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 50 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 50 of the Air regulation - Commission Implementing 12, Part Regulation (EU) No 923/2012 [b), section 50 of the Air regulation - Commission Implementing 12, Part Septiment 12, Part Septiment 12, Part Septiment 12, Part Septiment 12, Part Septiment 12, Part Septiment 12, Part Septiment 12, Part Septim			anu											
Standardised European Rules and of the Air regulation - Commission Implementing 12, Part 124(16) of			(d) for State aircraft a maximum lateral, longitudinal											
Schedule Commission implementing 18, Part of executing 14 mills mail stearly and longitudinally and 30 m (100 ft) vertically from the segulation (EU) No 923/2012 (5, section 2012 (5), excellent 2012 (5), ex		241(6) of,												
Commission implementing and Regulation (Li) No 932/2012 (Section September 2012 of 18th Englation (Standardised European Rules	and	flight leader in accordance with the Chicago											
Regulation (EU) No 932/2012 8, section Commission implementing Regulation (EU) No 932/2012 8, section Commission implementing Regulation (EU) No 932/2012 8, section Commission implementing Regulation (EU) No 932/2012 8, section Commission implementing Sp. of 26th September 2012 6 2012 2 2 2 2 2 2 2 2 2	of the Air regulation -	Schedule	Convention. For other than State aircraft a distance											
Sand ard 26th September 2012 6 2012 flight leader shall be maintained by each aircraft. Sandardised European Rules and of the Air regulation (EU) No 932/2012 8, Section 8 26th September 2012 6 2012 Sandardised European Rules and 6 the Air regulation (EU) No 932/2012 8, Section 8 26th September 2012 6 2012 Sandardised European Rules and 6 the Air regulation (EU) No 932/2012 8, Section 8 26th September 2012 6 2012 Sandardised European Rules and 6 the Air regulation (EU) No 932/2012 8, Section 8 26th September 2012 6 2012 Sandardised European Rules and 6 the Air regulation (EU) No 932/2012 8, Section 8 26th September 2012 6 2012 Sandardised European Rules and 6 the Air regulation (EU) No 932/2012 8, Section 8 26th September 2012 6 2012 Sandardised European Rules and 6 the Air regulation (EU) No 932/2012 8, Section 8 26th September 2012 6 2012 Sandardised European Rules and 6 the Air regulation (EU) No 932/2012 8, Section 2012 8, Section 8 26th Section 2012 8, Section 201			not exceeding 1 km (0,5 nm) laterally and											
241(6) of, Sandardised European Rules and of the Air regulation - Commission implementing 3, Part Regulation (EU No 923/2012 8), Section of the Air regulation - Commission implementing 3, Part Regulation (EU No 923/2012 8), Section of the Air reg	Regulation (EU) No 923/2012	B, section												
Sandardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 B, Section SERA 3140 Unmanned free balloons. An unmanned free balloons shall be operated in such a manner as to minimise hazards to persons, property or other aircraft operator/pilot SO L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes No Standardised European Rules and of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 B, Section Schedule Commission Implementing S, Section Service Schedule Commission Implementing S, Section Standardised European Rules and of the Air regulation - Schedule Commission Implementing S, Section Standardised European Rules and of the Air regulation - Schedule Commission Implementing S, Section Standardised European Rules and of the Air regulation - Schedule Commission Implementing S, Section Standardised European Rules and of the Air regulation - Schedule Commission Implementing S, Section Standardised European Rules and of the Air regulation - Schedule Commission Implementing S, Section Standardised European Rules and of the Air regulation - Schedule Commission Implementing S, Section Standardised European Rules and of the Air regulation - Schedule Commission Implementing S, Section Standardised European Rules and of the Air regulation - Schedule Commission Implementing S, Section Standardised European Rules and of the Air regulation - Schedule Commission Implementing S, Section Standardised European Rules and of the Air regulation - Schedule Commission Implementing S, Part S SERA, 2205 Proximity An aircraft shall not be	684 of 26th September 2012	6	2012 flight leader shall be maintained by each aircraft.	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Sandardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 B, Section SERA 3140 Unmanned free balloons. An unmanned free balloons shall be operated in such a manner as to minimise hazards to persons, property or other aircraft operator/pilot SO L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes No Standardised European Rules and of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 B, Section Size of the Air regulation - Schedule Commission Implementing Size of the Air regulation - Schedule Size of the Air regulation - Schedule Size of the Air regulation - Schedule Size of the Air regulation - Schedule		2/11/6) of												
of the Air regulation - Commission implementing Bagulation (EU) No 932/2012 8 (SERA.3140 Unmanned free balloons. An unmanned free balloons had been dead in such a manner as to minimise hazards to persons, property or other and increased to persons, property or other and increased to persons, property or other and increased to persons, property or other and increased to persons, property or other and increased to persons, property or other and increased to persons, property or other and increased to persons, property or other and increased to persons, property or other and increased to persons, property or other and increased to pe														
Commission implementing Regulation (EU) No 923/2012 B, Section 6 2012 G			SERA.3140 Unmanned free balloons. An unmanned											
Regulation (EU) No 927/2012 [6, Section minimise hazards to persons, property or other aircraft operator/pilot SO L4 Alternative for Criminal Sanctions No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves Ves No No Ves Ves Ves Ves Ves No No Ves Ves Ves Ves Ves No No Ves Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves No No Ves Ves Ves No No														
SE of 26th September 2012 6 2012 aircraft aircraft operator/pillot SO L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes No Standardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 6 5 2012 (Commission Implementating Regulation (EU) No 923/2012 6 5 2012 (Commission Implementating Regulation (EU) No 923/2012 6 5 2012 (Commission Implementating Regulation (EU) No 923/2012 6 5 2012 (Commission Implementating Regulation (EU) No 923/2012 6 5 2012 (Commission Implementating Regulation (EU) No 923/2012 6 5 2012 (Commission Implementating Regulation (EU) No 923/2012 6 5 2012 (Commission Implementating Regulation (EU) No 923/2012 6 5 2012 (Commission Implementating Regulation (EU) No 923/2012 6 5 2012 (Commission Implementating Regulation (EU) No 923/2012 6 5 2012 (Commission Implementating Regulation (EU) No 923/2012 6 5 2012 (Commission Implementating Regulation (EU) No 923/2012 6 5 2012 (Commission Implementating Regulation (EU) No 923/2012 6 5 2012 (Commission Implementating Regulation (EU) No 923/2012 6 5 2012 (Commission Implementating Regulation Shedule Commission Implementating Regulation Shedule Commission Implementating Regulation Shedule Schedule Commission Implementating Regulation Shedule Schedule Commission Implementating Regulation Shedule Schedule Commission Implementating Regulation Shedule Schedule Regulation Shedule Schedule Regulation Shedule Regulation Shedule Regulation Shedule Regulation Shedule Regulation Shedule Regulation Shedule Regulation Shedule Regulation Shedule Regulation Shedule Regulation Shedule Regulation Shedule Regulation Shedule Regulation Shedule Regulation Shedule Regulation Shedule Regulation Shedule Regulation Shedule Regulation Regul		B, Section												
Standardised European Rules of the Air regulation - Commission Implementing Regulation Regulation Facebase Standardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 B, Section Standardised European Rules of the Air regulation - Commission Implementing Standardised European Rules of the Air regulation - Commission Implementing Standardised European Rules of the Air regulation - Commission Implementing Standardised European Rules of the Air regulation - Commission Implementing Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Commission Implementing Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Schedule Commission Implementing 13, Part SERA.3205 Proximity An aircraft shall not be	685 of 26th September 2012	6		aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Standardised European Rules of the Air regulation - Commission Implementing Regulation Regulation Facebase Standardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 B, Section Standardised European Rules of the Air regulation - Commission Implementing Standardised European Rules of the Air regulation - Commission Implementing Standardised European Rules of the Air regulation - Commission Implementing Standardised European Rules of the Air regulation - Commission Implementing Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Commission Implementing Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Standardised European Rules of the Air regulation - Schedule Commission Implementing 13, Part SERA.3205 Proximity An aircraft shall not be														
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 B, Section of Total Air regulation - Commission Implementing 13, Part Regulation - Commission Implementing 13, Part Regulation - Commission Implementing 13, Part Regulation - Commission Implementing 13, Part Regulation - Commission Implementing 13, Part Regulation - Commission Implementing 13, Part Regulation - Commission Implementing 13, Part Standardised European Rules of the Air regulation - Commission Implementing 13, Part Standardised European Rules of the Air regulation - Commission Implementing 13, Part SERA-3205 Proximity An aircraft shall not be flown in a prohibited area, or in a restricted area, or in a restricted area, the particulars of which have been duly published, except in accordance with the conditions of the restrictions or by permission of which have been duly published, except in accordance with the conditions of the restrictions or by permission of wavidance of collisions SERA 3201 General Atternative for Criminal Sanctions No Yes Yes Yes Yes No L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes Yes No Alternative for Criminal Sanctions No Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	Chandrad Sunan C.		CEDA 2445 Deskilled assessed assets											
Commission implementing 13, Part Regulation (EU) No 923/2012 B, Section of the Air regulation - Commission implementing 887 of 26th September 2012 G Standardised European Rules 87 of 26th September														
Regulation (EU) No 923/2012 B, Section 526th September 2012 6 2012 2012 2012 2012 2012 2012 20														
of 26th September 2012 6 2012 conditions of the restrictions or by permission of Avoidance of Collisions SERA.3201 General Standardised European Rules of the Air regulation - Commission Implementing 2012 6 2012 (6) of, Standardised European Rules of the Air regulation - Commission Implementing 13, Part SERA.3205 Proximity An aircraft shall not be Avoidance of collisions of the restrictions or by permission of aircraft operator/pilot SO L4 Alternative for Criminal Sanctions No Yes Yes Yes No Avoidance of Collisions SERA.3201 General Avoidance of collisions SERA.3201 General No Harragulation - Commission Implementing 13, Part SERA.3205 Proximity An aircraft shall not be														
Avoidance of collisions SERA.3201 General Avoidance of collisions SERA.3201 General Nothing in this Regulation shall relieve the pilot-in- commission Implementing 13, Part Regulation (EU) No 923/2012 B, Section 67 264h September 2012 G Standardised European Rules and of the Air regulation - Commission Implementing 13, Part Commission Implementing 13, Part Standardised European Rules and of the Air regulation - Commission Implementing 13, Part Standardised European Rules and Schedule Commission Implementing 13, Part SERA.3205 Proximity An aircraft shall not be	686 of 26th September 2012	6		aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Standardised European Rules of the Air regulation - Commission Implementing 13, Part of the Air regulation - Lording collision avoidance manoeuvres based on resolution advisories provided by ACAS equipment (anti-collision alert system) Standardised European Rules of the Air regulation - Schedule - Commission Implementing 13, Part of the Air regulation - Schedule - Commission Implementing 13, Part SERA.3205 Proximity An aircraft shall not be			Avoidance of collisions SERA.3201 General											
of the Air regulation - Commission Implementing 13, Part Regulation in (EU) No 923/2012 B, Section 587 Get European Rules of the Air regulation - Commission Implementing 13, Part No Standardised European Rules of the Air regulation - Commission Implementing 13, Part SERA.3205 Proximity An aircraft shall not be														
Commission Implementing 13, Part Regulation (EU) No 923/2012 B, Section 6 2012 B, Section 6 2012 by ACAS equipment (anti-collision alert system) aircraft operator/pilot SO L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes No Standardised European Rules and of the Air regulation - Schedule Commission Implementing 13, Part SERA.3205 Proximity An aircraft shall not be					1									
Regulation (EU) No 923/2012 B, Section 67 26th September 2012 B, Section 1 2012 B, Section 687 of 26th September 2012 B, Section 6 2012 B, Section 687 of 26th September 2012 B, Section 687 of 26th September 2012 B, Section 687 of 26th September 2012 B, Section 687 of 26th September 2012 B, Section 687 of 26th September 2012 B, Section 687 of 26th September 2012 B, Section 687 of 26th September 2012 B, Section 687 of 26th September 2012 B, Section 687 of 2														
87 of 26th September 2012 6 2012 by ACAS equipment (anti-collision alert system) aircraft operator/pilot SO L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes No 241(6) of, Standardised European Rules and of the Air regulation - Schedule Commission Implementing 13, Part SERA,3205 Proximity An aircraft shall not be														
241(6) of, Standardised European Rules and of the Air regulation - Schedule Commission Implementing 13, Part SERA.3205 Proximity An aircraft shall not be		6, Section		aircraft operator/pilot	so	14	Alternative for Criminal Sanctions	No	Vac	Voc	Voc	Vac	Voc	No
Standardised European Rules and Schedule Schedule Schedule Schedule Standardised European Rules and Schedule Schedule Schedule Schedule Schedule Schedule Schedule Schedule Schedule Schedule Schedule Schedule Schedule Sch	os, o. zotn september 2012	~	2012 System)	and are operatory prior	30	LT	PARCENCE OF CHIMING SERVICES	140	163	163	103	163	103	140
of the Air regulation - Schedule Commission Implementing 13, Part SERA.3205 Proximity An aircraft shall not be														
Commission Implementing 13, Part SERA.3205 Proximity An aircraft shall not be														
	Regulation (EU) No 923/2012 688 of 26th September 2012	B, Section	operated in such proximity to other aircraft as to	aircraft aparator/ailat	50	14	Alternative for Criminal Sanctions	No	No	No	No	No	No	No
on parameter 2012 to the common massive that the common massive the common massive that the common massive the common massive that the common massive	ood of 20th September 2012	0	2012 Greate a Comision nazaru	anciare operator/prior	30	IL4	Accordance for Chiminal Sanctions	iNO	iNO	INO	INU	INU	INU	IVU

Common Section Common	Г				Т		_		1				-		1
Second-configuration Second-configuration		241(6) of													
Section Company Comp	Standardicad European Rules			CERA 2210 Dight of way (a) The aircraft that has the											
Section of the content of the cont															
Magnetic Parameters 1.5															
Martin M															
Description of the property of		6	2012		aircraft operator/pilot	SO	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Source for the region for the company to the company of the comp		241(6)		(4)	, , , , , , , , , , , , , , , , , , , ,										
Contention improvements (1), 18-70, 1	Standardised European Rules			SERA.3220 Simulated instrument flights At night all											
Segment of the section of the sectio	of the Air regulation -	Schedule													
Solid and find parameters (Color of the control of the color of the co	Commission Implementing	13, Part		intended to attract attention to the aircraft; and											
Description of the regulation of the programme files and of the regulation of the programme files and	Regulation (EU) No 923/2012	B, Section		(2) navigation lights intended to indicate the relative											
Description Exercises Construction Exercises Constru		6	2012	path of the aircraft to an observe	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Sporting of Lampson Burg Control Contr				SERA.3225 Operation on and in the vicinity of an											
In the exercision of the first interest that the control of the co				aerodrome											
Commission implementary 20 (20 commission implementary) 20 (20 c															
Sequence (Sequen															
State Processing Company Com															
Standardined for Engages In National Conference of Confere															
Sign-control Girocome Relat I and Comment of the Co	691 of 26th September 2012	Section 6	2012	and (b) an additional qualified pilot (in t	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Sign-control Girocome Relat I and Comment of the Co															
of the Air regulation Commission registereding, 13, Part Standardscall Companies (Fig. 1), Part															
Commission implementation Supposition (19 No 90 20) 200 A 20															
Republic (10) to \$237/2022 Section 5 20 of 2						1									
April March April Marc						1									
Standardiorie Exception file of the Arrigulation Commission implementation (a) the Programmin (b) the OZY/2022 IX, section of the Arrigulation Commission implementation (b) the OZY/2022 IX, section of the Arrigulation Commission implementation (b) the OZY/2022 IX, section of the Arrival Arriva							l.,								
Soundardised curregers Notes and Conference (See See See See See See See See See S	692 of 26th September 2012	Section 6	2012	us	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Soundardised curregers Notes and Conference (See See See See See See See See See S		244(6) - 6				1									
of the Americaniston processor (1) a Partial Commission Implication (1) a Partial Code of 26th September 2012 September 2012 A September 2012 September	Chandardica - Francis			CEDA 4001 Cultimission of a filebraies. A filebraic											
Communication participation (Excit) 22, 2022 10, 21, 24, 25, 2022 10, 21, 24, 25, 25, 25, 25, 25, 25, 25, 25, 25, 25															
Regulation (EL) No. 293,00021 (a. Section 50) 000 (2) 7800 September 2012 (b. September 2012) 8 200 (c. 7800 September 2012)															
Septimental Content of the Content															
SEM-AGOZ Coving a first had not arrived in enors stated to be a controlled to be a controlled to be a controlled to the competent authority at the carelants possible moment and real faultings, to the appropriate an arrialite convices. (1) shomston on an arrival report to receive and the landing to the appropriate are rareful convices. (1) shomston on an arrival report to receive and the landing to an arrival report to receive and the broading to an arrival report to receive and the landing to an arrival report to real signals inclinate that the landing has been observed. (b) When a flight as the sack seen submitted doub in expanding that the controlled past been observed. (c) When one are traffic convices unit exists at the arrival exported one of a right to destination, it shall, when required, she closed by an appropriate report to the merival artification or governing that the terminating portion of a flight to destination, it shall, when required, she closed by an appropriate report to the merival artification or governing table, the arrival exported one or governing table, the arrival exported one or governing table, the arrival exported one or governing table, the arrival exported one or governing table, the arrival exported controlled are shall be made as a soon as practicular shall be made as a soon as practicular shall be made as a soon as practicular shall be made as a soon as practicular shall be made as a soon as practicular shall be made as a soon as practicular shall be made as a soon as practicular shall be made as a soon as practicular shall be made as a soon as practicular shall be made as a soon as practicular shall be made as a soon as practicular shall be made as a soon as a practicular shall be made as a soon as a practicular shall be made as a soon as a practicular shall be made as a soon as a practicular shall be made as a soon as a practicular shall be made as a soon as a practicular shall be made as a soon as a practicular shall be made as a soon as practicular shall be made as a so		B, Section	2042		almost an antal dellat			Albania di Calania di Canadiana			V	V	V		
be made in person, by real-delived by the competent authority at the earliest prospile consents after authority at the earliest prospile consents after authority at the earliest prospile consents after authority at the earliest prospile consents after authority at the earliest prospile consents after authority and are after a service and a service an	694 of 26th September 2012	ь	2012	airspace; (3) any fiight within or into area	aircraft operator/pilot	50	L4	Alternative for Criminal Sanctions	NO	Yes	Yes	res	res	res	NO
be made in person, by real-delived by the competent authority at the earliest prospile consents after authority at the earliest prospile consents after authority at the earliest prospile consents after authority at the earliest prospile consents after authority at the earliest prospile consents after authority and are after a service and a service an				CERA 4030 Closing a flight plan An agrical separt shall											
or by other means as prescribed by the competent authority, at the artisets possible moment after thodos, to the appropriate air traffic services. It is a state of the appropriate air traffic services are provided on considiator that radio communication or visual signals indicate that the landing on an aerotrion we level air traffic services are provided on considiator that radio communication or visual signals indicate that the landing has been deserved. 10 When an align play has been seems ubmitted only in expect of a portion of a flight other than the remaining portion of a flight to desertation, it shall, when required, be closed by an appropriate report to the relevance or of praftice to destruction, and the standard around the st															
authority at the earlier possible moment after loading, to the appropriate at private evices. (1) Submission of an arrival report is not required what the state of the private and the state of the appropriate at private at the state of th															
landing, to the appropriate air raffic services. (1) Submitted on an area decidence in too recognized after landing on an aerodrome where air raffic services are provided not contibute that does not be provided in a contibute that does not be provided in a contibute that does not be provided in a contibute that does not be provided in a contibute that does not be provided in a contibute that does not be provided in a contibute that does not be provided in a contibute only in respect of a portion of a flight; other than the remaining portion of a flight o															
(i) Submission of an arrival report is not required after landing on an aerotrome where air traffic services are provided on condition that stadio communication or visual applies indicates that the landing has been obtained. (ii) When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight, other than the remaining portion of a flight to electration, it shall, when required, be closed by an appropriate report to the reflexive wint. (c) When no air traffic services wint exists at the arrival aerotrome or operating also the arrival aerotrome or operating also the parties are submissionally and a submission and a submission and a submission are submissionally and arrival aerotrome or operating at the normal aerotrome or operation are also and aerotrome or operation aerotrome or operation aerotrome or operation aerotrome or o															
after landing on an aerodrome where air straffic services are provided on condition that ratio communication or visual signish indicate that the banding has been observed. (b) When a flight glad has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight, other than the remaining portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit. (c) When on air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, the required, shall be made as soon as practicable after landing and by the quicket means possible to the negeritary at intelligence to the made and the straffic services unit. (d) When communication facilities at the arrival servicious or operating shall be made as soon as practicable after landing and by the quicket means possible to the negeritary at intelligence which is a straff service unit. (d) When communication facilities at the arrival servicious in the straff services unit. (d) When communication facilities at the arrival servicious in the product are not available, the following action shall be taken. Intelligence of a straffic service unit in the product are not available, the following action shall be taken. Intelligence of the straff shall contain the communication region in which the aircraft shall, if the production of the straff shall contain the collevant of the straff shall contain the collevant of the straff shall contain the collevant of the straff shall contain the collevant of the straff shall contain the collevant of the straff shall contain the collevant generates are communicated. (a) (a) (a) (a) (a) (a) (a) (a) (a) (a)															
services are provided on condition that radio communication or visual signals indicate that the landing has been obtained. (a) When a figing dain has been obtained only in respect of a profice of a figit, other than the remaining profit on of a flight obtained that the remaining profit on of a flight obtained in shall, when required, but destination, I shall, when required, but does all the remaining profit on of a flight obtained in the shall when required, but does not a first profit or the remaining state, the arrival aerodrome or operating state, the arrival aerodrome or operating state, the arrival approximation of the shall profit of the shall be made to the aeronautical station service unit, a message companable to an arrival report, where such a report is required. Hormally, this transmission shall be made to the aeronautical station services unit in charge of the flight information region in which the aeronautical station services unit and the aeronautical stations services are not in charge of the flight information region in which the aeronautical stations services are not in charge of the flight information region in which the aeronautical stations services are not in charge.															
communication or visual signals indicate that the landing has been observed. (b) When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to estimation, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit. (c) When no air traffic services unit estiss at the arrival aerodomen or operating list, the arrival report, when required, shall be made as soon as practicable after landing and by the quickets means available to the nearest air traffic services unit. (d) When communication facilities at the arrival aerodomen or operating bits are known to be handling of arrival report, when required, shall be made as soon as practicable to the nearest air traffic services unit. (d) When communication facilities at the arrival aerodomen or operating bits are known to be handling of arrival report on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmits to the required soft manily, this transmission shall be made to the aeronautical station service unit a respect where such a report is required. Normally, this transmission shall be made to the aeronautical station service grounds are required. Normally, this transmission shall be made to the aeronautical station service grounds are required. Normally, this transmission shall be made to the aeronautical station service grounds are required. Normally, the report made by a required shall, if practicable required the air craft of the following climents of information: (c) Array report made by carried shall contain the following climents of information:															
landing has been observed. (b) When a flight, piban has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight, other than the remaining portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate eport to the relevant at traffic services unit. (c) When no air traffic services unit evists at the arrival services of the arrival aerodrome or operating site. In the arrival aerodrome or operating site is not as a service and a practicable after landing and by the quicket means available to the nearest air traffic services unit. (d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately port to binding the aircraft shall, if practicable, transint to the appropriate air traffic services unit. (g) When communication is required. When the proper size is traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be trained to the remarked or the flight of the proper size is traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the services unit in druge or the proper size and a size of the size o															
(b) When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the reteredunt air traffic services unit exists at the arrival areordome or operating lite. the arrival areordome or operating lite. the arrival areordome or operating lite. the arrival areordome or operating lite. the arrival areordome or operating lite. the arrival areordome or operating lite. the arrival areordome or operating lite. the arrival areordome or operating lite the arrival areordome or operating lite are known to be inadequate and alternate arrangement for the land of the position of the land of the l															
respect of a portion of a flight, other than the remaining portion of a flight, to destination, it shall, when required, be closed by an appropriate report to the relevant in traffic services unit. (c) When no air traffic services unit exists at the arrival aerotrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit. (d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and attenuate arrangements for the handing of arrival reports on the ground are not available, the following action shall be table. Interest of the proof to be desired the shall, interest unit. (d) The post of the proof to the ground are not available, the following action shall be table. Interest unit, a message comparable to an arrival services unit, an experience of the flight information repoin in which the aircraft shall, this transmission shall be made to the exemulation station serving the air traffic services unit in charge of the flight information repoin in which the aircraft shall contain the following elements of information: (a) (a) (a) (a) (a) (a) (a) (a) (a) (a)				landing has been observed.											
respect of a portion of a flight, other than the remaining portion of a flight, to destination, it shall, when required, be closed by an appropriate report to the relevant in traffic services unit. (c) When no air traffic services unit exists at the arrival aerotrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit. (d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and attenuate arrangements for the handing of arrival reports on the ground are not available, the following action shall be table. Interest of the proof to be desired the shall, interest unit. (d) The post of the proof to the ground are not available, the following action shall be table. Interest unit, a message comparable to an arrival services unit, an experience of the flight information repoin in which the aircraft shall, this transmission shall be made to the exemulation station serving the air traffic services unit in charge of the flight information repoin in which the aircraft shall contain the following elements of information: (a) (a) (a) (a) (a) (a) (a) (a) (a) (a)				(h) When a flight plan has been submitted only in											
remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit. (c) When no air traffic services unit exists at the arrival aerodinene or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit. (d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit in change comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight indication region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) (a) (a) (a) (a) (a) (a) (a) (a) (a) (a															
when required, be closed by an appropriate report to the relevant air traffic services unit. (c) When no air traffic services unit exists at the arrival arroy acrofrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit. (d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and aiternate arrangements for the handing of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be taken to the aeronautical station serving the air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the seemonautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) (a) (a) (a) (a) (a) (a) (a) (a) (a) (a															
to the relevant air traffic services unit. (c) When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the guidest means available to the nearest air traffic services unit. (d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraff shall, if practicable, transmit to the appropriate air traffic services unit, a measurement of the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit, a measurement of the aeronautical station serving the air traffic services unit in charge of the fight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;															
(c) When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the guickest means available to the nearest air traffic services unit. (d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit, an which the aircraft is operated. (e) Arrival reports made by aircraft shall, contain the following elements of information: (a) When community and the state of the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information:															
arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit. (d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit, in dange of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;						1									
arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit. (d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit, in dange of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;				(c) When no air traffic services unit exists at the											
report, when required, shall be made as soon as practicable after landing and by the quickset means available to the nearest air traffic services unit. (d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Mornally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;						1									
practicable after landing and by the quickest means available to the nearest air traffic services unit. (d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;				report, when required, shall be made as soon as											
available to the nearest air traffic services unit. (d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternatis for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;				practicable after landing and by the quickest means		1									
(d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;						1									
aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;						1									
inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. [e) Arrival reports made by aircraft shall contain the following elements of information: [1] (1) aircraft identification;				(d) When communication facilities at the arrival		1									
handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;				aerodrome or operating site are known to be		1									
available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;						1									
Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. [e) Arrival reports made by aircraft shall contain the following elements of information: [1] (1) aircraft identification;															
practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;															
services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;															
report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;						1									
this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;															
station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;															
of the flight information region in which the aircraft is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: 241(6) of, (1) aircraft identification;															
is operated. (e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification;															
(e) Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification; (1) aircraft identification;															
following elements of information: (1) aircraft identification;						1									
241(6) of, (1) aircraft identification;						1									
241(6) of, (1) aircraft identification; (2) departure aerodrome or operating site; (2) departure aerodrome or operating site;		1				1									
				(1) aircraft identification;											
	Standardised European Rules	and		(2) departure aerodrome or operating site;	I	1	1	1	1 1	1	l	ļ	l l	l	

of the Air regulation - Schedule		(3) destination aerodrome or operating site (only in											
Commission Implementing 13, Part		the case of a diversionary landing);											
Regulation (EU) No 923/2012 B, Section		(4) arrival aerodrome or operating site;											
695 of 26th September 2012 6	2012	(5) time of arrival.	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
· ·		,											
241(6) of,													
Standardised European Rules and		SERA.5005 Visual flight rules (a) Except when											
of the Air regulation - Schedule		operating as a special VFR flight, VFR flights shall be											
Commission Implementing 13, Part		conducted so that the aircraft is flown in conditions											
Regulation (EU) No 923/2012 B,		of visibility and distance from clouds equal to or											
696 of 26th September 2012 Section 6	2012	greater than those specified in Table S5-1. (b)	aircraft operator/pilot	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
241(6) of,		8 (-)	, , , , , , , , , , , , , , , , , , , ,		T								
and		SERA.5010 Special VFR in control zones Special VFR											
Standardised European Rules Schedule		flights may be authorised to operate within a control											
of the Air regulation - 13, Part		zone, subject to an ATC clearance. Except when											
Commission Implementing B, Parts		permitted by the competent authority for											
Regulation (EU) No 923/2012 A, B, and		helicopters in special cases such as medical flights,											
698 of 26th September 2012 C	2012	search a	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
030 of 20th September 2012	2012	3carcii a	ancial operatory prior	30	LT	Arternative for eminial surfactions	140	163	103	103	163	163	140
		SERA.5015 Instrument flight rules (IFR) — Rules											
		applicable to all IFR flights (a) Aircraft equipment											
		Aircraft shall be equipped with suitable instruments											
		and with navigation equipment appropriate to the											
		route to be flown and in accordance with the											
		applicable air operations legislation.											
		(b) Minimum levels											
		(b) Millimum levels											
		Except when necessary for take-off or landing, or											
		except when specifically authorised by the											
		competent authority, an IFR flight shall be flown at a											
		level which is not below the minimum flight altitude											
		established by the State whose territory is											
		overflown, or, where no such minimum flight											
		altitude has been established:											
		(1) over high terrain or in mountainous areas, at a											
		level which is at least 600 m (2 000 ft) above the											
		highest obstacle located within 8 km of the											
		estimated position of the aircraft;											
		(2) elsewhere than as specified in (1), at a level											
		which is at least 300 m (1 000 ft) above the highest											
		obstacle located within 8 km of the estimated											
		position of the aircraft.											
		(c) Change from IFR flight to VFR flight			1								
		(1) An aircraft electing to change the conduct of its			1								
		flight from compliance with the instrument flight			1								
		rules to compliance with the visual flight rules shall		1									
		notify the appropriate air traffic services unit			1								
		specifically that the IFR flight is cancelled and			1								
		communicate thereto the changes to be made to its			1								
		current flight plan.			1								
241(6) of,		(2) When an aircraft operating under the instrument			1								
		flight rules is flown in or encounters visual			1								
Standardised European Rules Schedule		meteorological conditions it shall not cancel its IFR			1								
of the Air regulation - 13, Part		flight unless it is anticipated, and intended, that the			1								
Commission Implementing B, Parts		flight will be continued for a reasonable period of											
Regulation (EU) No 923/2012 A, B, and	2042	time in uninterrupted visual meteorological	-lasseft as a sector fall at		14	Albania di la Galeria di Garantino			٧.			V	
701 of 26th September 2012 C	2012	conditions.	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
241(6) of,		CERA FORE IER			1								
Standardised European Rules and		SERA.5025 IFR — Rules Applicable to IFR flights			1								
of the Air regulation - Schedule		outside controlled airspace (a) Cruising levels An IFR			1								
Commission Implementing 13, Part		flight operating in level cruising flight outside of			1								
Regulation (EU) No 923/2012 B,		controlled airspace shall be flown at a cruising level	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes		No
702 of 26th September 2012 Section 6	2012	appropriate to its track as specified in t										Yes	

				1	T	I			1			1		- 1	
				SERA.6005 Requirements for communications and											
				SSR transponder (a) Radio mandatory zone (RMZ)											
				(1) VFR flights operating in parts of Classes E, F or G											
				airspace and IFR flights operating in parts of Classes F											
				or G airspace designated as a radio mandatory zone											
				(RMZ) by the competent authority shall maintain											
				continuous air- ground voice communication watch											
				and establish two-way communication, as necessary,											
				on the appropriate communication channel, unless											
				in compliance with alternative provisions prescribed											
				for that particular airspace by the ANSP.											
				(2) Before entering a radio mandatory zone, an initial											
				call containing the designation of the station being											
				called, call sign, type of aircraft, position, level, the											
				intentions of the flight and other information as											
				prescribed by the competent authority, shall be											
				made by pilots on the appropriate communication											
				channel.											
				(b) Transponder mandatory zone (TMZ)											
							1		1						
				(1) All flights operating in airspace designated by the			1		1						
				competent authority as a transponder mandatory			1		1						
				zone (TMZ) shall carry and operate SSR transponders			1		1						
				capable of operating on Modes A and C or on Mode			1		1						
		241(6) of,		S, unless in compliance with alternative provisions											
	Standardised European Rules			prescribed for that particular airspace by the ANSP.											
	of the Air regulation -	Schedule		(c) Airspaces designated as radio mandatory zone											
	Commission Implementing	13, Part		and/or transponder mandatory zone shall be duly											
	Regulation (EU) No 923/2012			promulgated in the aeronautical information											
70.	of 26th September 2012	Section 6	2012	publications.	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
				SERA.3230 Aircraft conducting water operations to			1		1						
				comply with rules for avoiding collisions (a) When											
				two aircraft or an aircraft and a vessel are											
				approaching one another and there is a risk of											
				collision, the aircraft shall proceed with careful											
				regard to existing circumstances and conditions											
				including the limitations of the respective craft.											
				(1) Converging. An aircraft which has another											
				aircraft or a vessel on its right shall give way so as to											
				keep well clear. (2) Approaching head-on. An aircraft approaching											
				another aircraft or a vessel head-on, or											
				approximately so, shall alter its heading to the right											
				to keep well clear.											
				to keep well clear.			1		1						
		241(6) of,		(3) Overtaking. The aircraft or voccol which is bains											
		241(b) 01, and		(3) Overtaking. The aircraft or vessel which is being overtaken has the right of way, and the one			1		1						
	Standardised European Rules	unu		overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear.			1		1						
	of the Air regulation -	13, Part		(4) Landing and taking off. Aircraft landing on or											
	Commission Implementing	B Fait		taking off from the water shall, in so far as											
	Regulation (EU) No 923/2012	Section 6		practicable, keep well clear of all vessels and avoid											
70	of 26th September 2012	C	2012		aircraft operator/pilot	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
70	o. Loui September 2012	~	2012	impeding their navigation.	an erart operator/prior	30		Auto-Mative for Chiminal Salictions	140	162	162	163	163	103	INO
				SERA.5020 Instrument flight rules - rules to be			1		1						
				complied with by aircraft when flying under IFR			1		1						
				within controlled airspace (a) IFR flights shall comply											
				with the provisions of Section 8 when operated in											
				controlled airspace. (b) An IFR flight operating in			1		1						
				cruising flight in controlled airspace shall be flown at											
	1			a cruising level, or, if authorised by ATS unit to											
- 1		1		employ cruise climb techniques, between two levels			1		1						
				, , ,	1	1	1	1	1	i e				1	
		241(6) of,		or above a level, selected from the table of cruising											
	Standardised European Rules			or above a level, selected from the table of cruising levels in Appendix 3, except that the correlation of											
	Standardised European Rules of the Air regulation -			levels in Appendix 3, except that the correlation of											
	of the Air regulation -	and Schedule		levels in Appendix 3, except that the correlation of levels to track prescribed therein shall not apply											
	of the Air regulation - Commission Implementing	and Schedule 13, Part		levels in Appendix 3, except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control											
70'	of the Air regulation -	and Schedule 13, Part		levels in Appendix 3, except that the correlation of levels to track prescribed therein shall not apply	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

Standardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		SERA.5025 instrument Flight Rules - rules to be complied with by aircraft when flying under IFR outside controlled airspace (a) Cruising levels An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the table of cruising levels in Appendix 3, except when otherwise specified by the competent authority for flight at or below 900 m (3 000 ft) above mean sea level. (b) Communications An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the competent authority in accordance with SERA.4001(b)(3) or (d) shall maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service. (c) Position reports An IFR flight operating outside controlled airspace and required by the competent authority to maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service, shall report position, as specified in											
708 of 26th September 2012	6	2012	SERA.8025 for controlled flights.	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Standardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 709 of 26th September 2012	Schedule 13, Part	2012	SERA 6005 Aircraft operating in class E, F or G airspace (a) Radio mandatory zone (RMZ) (1) VFR flights operating in parts of Classes E, F or G airspace and IFR flights operating in parts of Classes F or G airspace designated as a radio mandatory zone (RM	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Standardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 710 of 26th September 2012	Schedule 13, Part	2012	EU-OPS 1.335 Smoking on board an aircraft (a) The commander shall ensure that no person on board is allowed to smoke: 1. whenever deemed necessary in the interest of safety; 2. while the aeroplane is on the ground unless specifically permitted in accordance	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
			EU-OPS 1.340 Meteorological conditions (a) On an IRR flight a commander shall only: 1. commence take off; or 2. continue beyond the point from which a revised flight plan applies in the event of in-flight replanning, when information is available indicate indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) prescribed in OPS 1.295 are at or above the planning minima, prescribed in OPS 1.297. (b) On an IRR flight, a commander shall only continue towards the planned destination available indicates that, at the expected time of arrival, the weather conditions at the destination, or at least one destination alternate aerodrome, are at or above the planning applicable aerodrome operating minima. (c) On an IRR flight a commander shall only continue beyond: 1. the decision point when using the reduced contingency fuel procedure (see Appendix 1 to OPS 1.255); or 2. the pre-determined point when using the predetermined point procedure (see Appendix 1 to OPS 1.255).											

Standardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 A, Section		when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) prescribed in OPS 1.295 are at or above the applicable aerodrome operating minima prescribed in OPS 1.225. (d) On a VFR flight a commander shall only commence take-off when the appropriate weather reports or forecasts, or any combination thereof, indicate that the meteorological conditions along the route or that part of the route to be flown under VFR will, at the appropriate time, be such as to											
711 of 26th September 2012 3	2012	render compliance with these rules possible.	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Standardised European Rules of the Air regulation - Schedule Commission Implementing 13, Part Regulation (EU) No 923/2012 A, Section 722 of 26th September 2012 3	2012	EU-OPS 1.345(b) Commander not to take off unless external surfaces clear (b) A commander shall not commence take-off unless the external surfaces are clear of any deposit which might adversely affect the performance and/or controllability of the aeroplane	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Standardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 A, Section		EU-OPS 1.350 Fuel and oil supply A commander shall only commence a flight or continue in the event of inflight re-planning when he/she is satisfied that the aeroplane carries at least the planned amount of usable fuel and oil to complete the flight safely, taking into account the											
713 of 26th September 2012 3	2012	expected operating conditions. EU-OPS 1.355 Take-off conditions Before	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Standardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 A, Section 714 of 26th September 2012 3	2012	commencing take-off, a commander must satisfy himself/herself that, according to the information available to him/her, the weather at the aerodrome and the condition of the runway intended to be used should not prevent a safe take-off and departure.	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Standardised European Rules of the Air regulation - Schedule Commission Implementing Regulation (EU) No 923/2012 A, Section 715 of 2616 september 2012 3	2012	EU-OPS 1.385 A commander shall ensure that flight crew members engaged in performing duties essential to the safe operation of an aeroplane in flight use supplemental oxygen continuously whenever cabin altitude exceeds 10 000 ft for a period in excess of 30 minutes and whenever the cabin altitude exceeds 13 000 ft.	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
241(5) of, Standardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 A, Section 716 of 26th September 2012 3		EU-OPS 1.400 Approach and landing conditions Before commencing an approach to land, the commander must satisfy himself/herself that, according to the information available to him/her, the weather at the aerodrome and the condition of the runway intended to be used should not prevent a safe approach, landing or missed approach, having regard to the performance information contained in the Operations Manual.	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
241(5) of, Standardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 717 of 26th September 2012 3	2012	EU-OPS 405(a), (d) and (e) Commencement and continuation of approach (a) The commander or the pilot to whom conduct of the flight has been delegated may commence an instrument approach regardless of the reported RVR/Visibility but the approach shall not be	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Standardised European Rules of the Air regulation - Commission implementing 13, Part Regulation (EU) No 923/2012 A, Section 718 of 26th September 2012 3	2012	EU-OPS 415 Requirement for journey log A commander shall ensure that the journey log is completed.	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

			EU-OPS 455 Low visibility operations - operating											
			procedures (a) An operator must establish											
			procedures and instructions to be used for low											
			visibility take-off, approaches utilising EVS, Lower											
			than Standard Category I, other than Standard											
			Category II, Category III operations. These											
			procedures must be included in the Operations											
			Manual and contain the duties of flight crew											
			members during taxiing, take-off, approach, flare,											
			landing, roll-out and missed approach as											
			appropriate. (b) The commander shall satisfy											
			himself/herself that:											
			minisen/nersen that.											
			The status of the visual and non-visual facilities is											
			sufficient prior to commencing a low visibility take-											
			off, an approach utilising EVS, a lower than Standard											
			Category I, an other than Standard Category II, or a											
			Category II or III approach;											
			Appropriate LVPs are in force according to											
			information received from Air Traffic Services,											
			before commencing a low visibility take-off, a lower											
			than Standard Category I, an other than Standard		1	1								
			Category II, or a Category II or III approach; and		1	1								
					1	1								
			3. The flight crew members are properly qualified											
	241(5) of,		prior to commencing a low visibility take-off in an											
Standardised European Rules			RVR of less than 150 m (Category A, B and C											
of the Air regulation -	Schedule		aeroplanes) or 200 m (Cat D aeroplanes), an											
Commission Implementing	13, Part		approach utilising EVS, a lower than Standard											
Regulation (EU) No 923/2012	A, Section		Category I, an other than Standard Category II or a											
719 of 26th September 2012	3	2012	Category II or III approach.	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
	241(5) of,		EU-OPS 1.460 Low visibility operations - minimum											
Standardised European Rules	and		equipment (a) An operator must include in the											
			equipment (a) An operator must include in the											
of the Air regulation -	Schedule		Operations Manual the minimum equipment that											
of the Air regulation -														
of the Air regulation -	Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low											
of the Air regulation - Commission Implementing	Schedule 13, Part	2012	Operations Manual the minimum equipment that	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part	2012	Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part	2012	Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach,	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part	2012	Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1.	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part	2012	Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part	2012	Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part	2012	Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part	2012	Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part	2012	Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part	2012	Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request.	aircraft operator/pilot	SO	1.3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty,	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the	aircraft operator/pilot	50	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her:	aircraft operator/pilot	50	13	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times;	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty periods; and	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty periods; and (c) rest periods and days free of all duties.	aircraft operator/pilot	so	.3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty periods; and (c) rest periods and days free of all duties. 3. A crew member shall present his/her records on	aircraft operator/pilot	50	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty periods; and (c) rest periods and days free of all duties. 3. A crew member shall present his/her records on request to any operator who employs his/her	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty periods; and (c) rest periods and days free of all duties. 3. A crew member shall present his/her records on request to any operator who employs his/her services before he/she commences a flight duty	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No.	Yes	Yes	Yes	Yes	Yes	No.
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty periods; and (c) rest periods and days free of all duties. 3. A crew member shall present his/her records on request to any operator who employs his/her	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No.	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty periods; and (c) rest periods and days free of all duties. 3. A crew member shall present his/her records on request to any operator who employs his/her services before he/she commences a flight duty period.	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty periods; and (c) rest periods and days free of all duties. 3. A crew member shall present his/her records on request to any operator who employs his/her services before he/she commences a flight duty period. 4. Records shall be preserved for at least 15 calendar	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part A, Section 3		operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty periods; and (c) rest periods and days free of all duties. 3. A crew member shall present his/her records on request to any operator who employs his/her services before he/she commences a flight duty period.	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 720 of 26th September 2012	Schedule 13, Part A, Section 3		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty periods; and (c) rest periods and days free of all duties. 3. A crew member shall present his/her records on request to any operator who employs his/her services before he/she commences a flight duty period. 4. Records shall be preserved for at least 15 calendar months from the date of the last relevant entry or longer if required in accordance with national laws.	aircraft operator/pilot	50	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 720 of 26th September 2012 Standardised European Rules	Schedule 13, Part A, Section 3		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty periods; and (c) rest periods and days free of all duties. 3. A crew member shall present his/her records on request to any operator who employs his/her services before he/she commences a flight duty period. 4. Records shall be preserved for at least 15 calendar months from the date of the last relevant entry or longer if required in accordance with national laws. 5. Additionally, operators shall separately retain all	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 720 of 26th September 2012	Schedule 13, Part A, Section 3		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty periods; and (c) rest periods and days free of all duties. 3. A crew member shall present his/her records on request to any operator who employs his/her services before he/she commences a flight duty period. 4. Records shall be preserved for at least 15 calendar months from the date of the last relevant entry or longer if required in accordance with national laws.	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 720 of 26th September 2012 Standardised European Rules of the Air regulation - Commission Implementing	Schedule 13, Part A, Section 3 241(5) of, and Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty periods; and (c) rest periods and days free of all duties. 3. A crew member shall present his/her records on request to any operator who employs his/her services before he/she commences a flight duty period. 4. Records shall be preserved for at least 15 calendar months from the date of the last relevant entry or longer if required in accordance with national laws. 5. Additionally, operators shall separately retain all an aircraft commander's discretion reports of extended flight duty periods, extended flight hours and	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 720 of 26th September 2012 Standardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012	Schedule 13, Part A, Section 3 241(5) of, and Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty periods; and (c) rest periods and days free of all duties. 3. A crew member shall present his/her records on request to any operator who employs his/her services before he/she commences a flight duty period. 4. Records shall be preserved for at least 15 calendar months from the date of the last relevant entry or longer if required in accordance with national laws. 5. Additionally, operators shall separately retain all aircraft commander's discretion reports of extended flight duty periods, extended flight hours and reduced rest periods for at least six months after the			L3		No						No
of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 720 of 26th September 2012 Standardised European Rules of the Air regulation - Commission Implementing	Schedule 13, Part A, Section 3 241(5) of, and Schedule 13, Part		Operations Manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, EU-OPS 1.1135 Flight duty, duty and rest periods 1. An operator shall ensure that crew member's records include: (a) block times; (b) start, duration and end of each duty or flight duty periods; (c) rest periods and days free of all duties; and are maintained to ensure compliance with the requirements of this Subpart; copies of these records will be made available to the crew member upon request. 2. If the records held by the operator under paragraph 1 do not cover all of his/her flight duty, duty and rest periods, the crew member concerned shall maintain an individual record of his/her: (a) block times; (b) start, duration and end of each duty or flight duty periods; and (c) rest periods and days free of all duties. 3. A crew member shall present his/her records on request to any operator who employs his/her services before he/she commences a flight duty period. 4. Records shall be preserved for at least 15 calendar months from the date of the last relevant entry or longer if required in accordance with national laws. 5. Additionally, operators shall separately retain all aircraft commander's discretion reports of extended flight duty periods, extended flight hours and reduced rest periods for at least six months after the	aircraft operator/pilot	50	L3	Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No.		Yes	Yes		Yes	No

_								,						
	Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of	241(5) of, and Schedule 13, Part A, Section		CAT.GEN.MPA.100(b) Crew members' reporting and compliance responsibilities (b) The crew member shall: (1) report to the commander any fault, failure, malfunction or defect which the crew member believes may affect the airworthiness or										
72	22 the Council	A, Section	2014	safe operation o	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
	Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of	241(5) of, and Schedule 13, Part A, Section		CAT.GEN.CAT.GEN MPA.100(b)(4) and (5) Flight duty, duty and rest periods (b) The crew member shall:(4) comply with all flight and duty time limitations (FTJ) and rest requirements applicable to their activities; (5) when undertaking duties for more than one operator:(i) maintain his/her individual records regarding flight and duty times and rest periods as referred to in applicable FTL requirements; and (ii) provide each operator with the data needed to schedule activities in accordance with the applicable										
72	the Council	5	2014	FTL requirements.	aircraft operator/pilot	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
72	Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of	241(5) of, and Schedule 13, Part A, Section 5	2014	CAT.GEN.MPA.190 Provision of documentation and records. The commander shall, within a reasonable time of being requested to do so by a person authorised by an authority, provide to that person the documentation required to be carried on board.	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
72	Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of	241(5) of, and Schedule 13, Part A, Section 5	2014	CAT.OP.MPA.245 Meteorological conditions (a) On IFR flights the commander shall only: (1) commence take-off; or (2) continue beyond the point from which a revised ATS flight plan applies in the event of in-flight replanning, when information is available	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
	Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of	241(5) of, and Schedule 13, Part A, Section 5	2014	CAT. OP.MPA.250(b) Commander not to take off unless external surfaces clear (b) The commander shall only commence take-off if the aircraft is clear of any deposit that might adversely affect the performance or controllability of the aircraft, except as per	aircraft operator/pilot		L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
	Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of 7t the Council	241(5) of, and Schedule 13, Part A, Section 5		CAT. OP.MPA. 260 Fuel and oil supply The commander shall only commence a flight or continue in the event in in-flight replanning when satisfied that the aircraft carries at least the planned amount of usable fuel and oil to complete the flight safely, taking into account the expected operating conditions.	aircraft operator/pilot		L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No

	Т	1		1										
72	Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of 8 the Council	241(5) of, and Schedule 13, Part A, Section 5	2014	CAT.OP.MPA.265 Take-off conditions Before commencing take-off, the commander shall be satisfied that: (a) according to the information available to him/her, the weather at the aerodrome or operating site and the condition of the runway or FATO intended t	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
72	Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of 9 the Council	241(5) of, and Schedule 13, Part A, Section 5	2014	CAT.OP.MPA.285 Use of supplemental oxygen The commander shall ensure that flight crew members engaged in performing duties essential to the safe operation of an aircraft in flight use supplemental oxygen continuously whenever the cabin altitude exceeds 10	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
73	Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of 0 the Council	241(5) of, and Schedule 13, Part A, Section 5	2014	CAT.OP.MPA.300 Approach and landing conditions Before commencing an approach to land, the commander shall be satisfied that, according to the information available to him/her, the weather at the aerodrome and the condition of the runway or FATO intended t	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
73	Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of 1 the Council	241(5) of, and Schedule 13, Part A, Section 5	2014	CAT.OP.MPA.305(b) Commencement and continuation of approach (a) The commander or the pilot to whom conduct of the flight has been delegated may commence an instrument approach regardless of the reported RVR/VIS.(b) If the reported RVR/VIS is less than the applicable minimum the approach shall not be continued: (1) below 1 000 ft above the aerodrome; or (2) into the final approach segment in the case where the DA/H or MDA/H is more than 1 000 ft above the aerodrome.	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
73	Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of 12 the Council	241(5) of, and Schedule 13, Part A, Section 5	2014	ORO.MLR.110 Requirement for journey log Particulars of the aircraft, its crew and each journey shall be retained for each flight, or series of flights, in the form of a journey log, or equivalent.	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
73	Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of 3 the Council	241(5) of, and Schedule 13, Part A, Section 5	2014	SPALVO.125(b) Low visibility operations - operating procedures (b) Prior to commencing an LVO, the pilot-in-command/commander shall be satisfied that: (1) the status of the visual and non-visual facilities is sufficient; (2) appropriate LVPs are in force according to information received from air traffic services (ATS); (3) flight crew members are properly qualified.	aircraft operator/pilot	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No

															_
n 2 ri a ri p N	elated to air operations	241(5) of, and Schedule 13, Part A, Section 5	2014	SPALVO.130(b) Low visibility operations - minimum equipment (b) The pilot-in-command/commander shall be satisfied that the status of the aircraft and of the relevant airborne systems is appropriate for the specific operation to be conducted.	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
		J	2011	specific operation to be conducted.	uncrare operatory prior	50		Accordance for communications		103	163	103	103	1.03	-110
(I a R	EU-OPS - Council Regulation EEC) No. 3922/91 Annex III, is amended by COMMISSION REGULATION (EC) No 859/2008			EU-OPS 1.085(f)7, 8, 10 and 12 Responsibilities of Commander (f) The commander shall:											
<u>a</u>	of 20 August 2008			7. ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment; 8. ensure that all operational procedures and check lists are complied with in accordance with the Operations Manual; 10 not permit:											
				(i) a flight data recorder to be disabled, switched off or erased during flight nor permit recorded data to be erased after flight in the event of an accident or an incident subject to mandatory reporting;											
		241(6) of, and Schedule 13, Part B, Section		(ii) a cockpit voice recorder to be disabled or switched off during flight unless he/she believes that the recorded data, which otherwise would be erased automatically, should be preserved for incident or accident investigation nor permit recorded data to be manually erased during or after flight in the event of an accident or an incident subject to mandatory reporting; 12. ensure that the pre-flight inspection has been											
735		3	2008	carried out.	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
(I a R	EU-OPS - Council Regulation EEC) No. 3922/91 Annex III, ss amended by COMMISSION REGULATION (EC) No 559/2008			EU-OPS 1.290(b) Flight preparation by commander (b) The commander shall not commence a flight unless he/she is satisfied that: 1. the aeroplane is airworthy; 2. the aeroplane is not operated contrary to the provision of the configuration deviation list (CDL) 3. the instruments and equipment required for the flight to be conducted, in accordance with Subparts K and L, are available;											
0	of 20 August 2008			the instruments and equipment are in operable condition except as provided in the MEL;											
				5. those parts of the operations manual which are required for the conduct of the flight are available; 6. the documents, additional information and forms required to be available by OPS 1.125 and OPS 1.135 are on board;											
				7. current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aeroplane including any diversion which may reasonably be expected. This shall include any conversion tables necessary to support operations where metric heights, altitudes and flight levels must be used;											
				ground facilities and services required for the planned flight are available and adequate;											

736	241(6) of, and Schedule 13, Part B, Section 3 20	9. the provisions specified in the operations manual in respect of fuel, oil and oxygen requirements, minimum safe altitudes, aerodrome operating minima and availability of alternate aerodromes, where required, can be complied with for the planned flight; 10. the load is properly distributed and safely secured; 11. the mass of the aeroplane, at the commencement of take-off roil, will be such that the flight can be conducted in compliance with Subparts F to I as applicable; and 12. any operational limitation in addition to those covered by subparagraphs 9 and 11 above can be complied with. []	aircraft ope	rator/pilot SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes Yes Ye	s No
EU-OPS - Council Regulatior (EEC) No. 3922/91 Annex III as amended by COMMISSIO REGULATION (EC) No 859/2008 737 of 20 August 2008	and	EU-OPS 1.310(a)1 and 2 Flight crew to remain at station (a) Flight crew members 1. During take-off and landing each flight crew member required to be on flight deck duty shall be at his/her station. 2. During all other phases of flight each flight crew me	aircraft ope	rator/pilot SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes Ye	s No
EU-OPS - Council Regulatior (EEC) No. 3922/91 Annex III as amended by COMMISSIO REGULATION (EC) No 859/2008 738/ of 20 August 2008	and N Schedule 13, Part B, Section	EU-OPS 1.320 Crew and passengers to be secured (a) Crew members 1. During take-off and landing, and whenever deemed necessary by the commander in the interest of safety, each crew member shall be properly secured by all safety belts and harnesses provided	aircraft ope	rator/pilot SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes Ye	s No
EU-OPS - Council Regulation (EEC) No. 3922/91 Annex III as amended by COMMISSIO REGULATION (EC) No 859/2008	241(6) of, and Schedule 13, Part B, Section	EU-OPS 1.1225 Reporting of dangerous goods incidents and accidents (a) An operator shall report dangerous goods incidents and accidents to the Authority and the appropriate Authority in the State where the accident or incident occurred, as provided for in Appendix 1 to OPS 1.1225. The first report shall be despatched within 72 hours of the event unless exceptional circumstances prevent this and include the details that are known at that time. If necessary, a subsequent report must be made as soon as possible whatever additional information has been established. (b) An operator shall also report to the Authority and the appropriate Authority in the State where the event occurred, the finding of undeclared or misdeclared dangerous goods discovered in cargo or passengers' baggage, as provided for in Appendix 1 to OPS 1.1225. The first report shall be despatched within 72 hours of the discovery unless exceptional circumstances prevent this and include the details that are known at that time. If necessary, a subsequent report must be made as soon as possible whatever additional information has been										
Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of	241(6) of, and Schedule 13, Part	OSE established. CAT.GEN.MPA.105(a)(7), (8), (10) and (12) Responsibilities of commander (a) The commander, in addition to complying with CAT.GEN.MPA.100, shall: (7) ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment (8) ensure that all operational procedures and checklists are compiled with in accordance with the operations manual; (10) ensure that flight recorders: (i) are not disabled or switched off during flight; and (ii) in the event of an accident or an incident that is subject to mandatory reporting: (A) are not intentionally erased; (B) are deactivated immediately after the	aircraft ope	SO SO	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes Ye	s No
740 the Council		flight is completed; and (C) are reactivated only with the agreement of the investigating authority;	aircraft ope	rator/pilot SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes Ye	s No

And Cases. As identifications and search digital residence of control and search of the product of the control and search															
Processions in procession and succession of high colors or extraction of the colors of			I												
Processions in procession and succession of high colors or extraction of the colors of			ı						1						
Processions in procession and succession of high colors or extraction of the colors of			ı						1						
recorder monetaring (s) (s) (s) (s) (s) (s) (s) (s) (s) (s)															
an indicated that is adjusted to the subject or mendal only reporting the common of the setting and large the common of the setting and large the common of the setting and large the common of the setting and all the common of the setting and all the common of the setting and large the common of the setting and the common of the setting and the common of the setting and the common of the setting and the common of the setting and the common of the									1						
de couract of a sprach part of the couract of a sprach part of a sprach part of the couract of a sprach part of the couract of a sprach part of the couract of a sprach part of the couract of a sprach part of the couract of a sprach part of the couract of a sprach part of the couract of a sprach part of the couract of a sprach part of the couract of a sprach part of			ı	recorder recordings (a) (a) Following an accident or											
remote did the respect of GROW prices. The respect will be considered by the control of the con			ı	an incident that is subject to mandatory reporting,											
commission legislation(ID) Co			ı	the operator of an aircraft shall preserve the original											
The operation of control consciolation of the control control (Control Control			ı	recorded data for a period of 60 days unless											
commission lipidates[4]. See Septiment of the control of the cont			ı	otherwise directed by the investigating authority. (b)											
commission flagilation(EU) that 96/2012 of 90 content of the price of operating from the first price of the price of the			ı	The operator shall conduct operational checks and											
reconstraint Regulation(U) Commission Regulation(U) State Sequence of the Commission Regulation(U) State Sequence of the Commission Regulation(U) Regulation and the Commission Regulation(U) Regulation and the Commission Regulation(U) Regulation and the Commission Regulation(U) Regulation and the Commission Regulation(U) Regulation and the Commission Regulation(U) Regulation and the Commission Regulation(U) Regulation and the Commission Regulation(U) Regulation and the Commission Regulation(U) Regulation and Regulation(U) Regulation			ı	evaluations of flight data recorder (FDR) recordings,											
Commission Regulator(CU) Commission Regulato			ı	cockpit voice recorder (CVR) recordings and data link											
Commission Regulation(EU) No 98/26/22 of S COLORD No 98/26/22 of S COLORD No 98/26/22 of S COLORD No 98/26/22 of S COLORD No 98/26/22 of S COLORD No 98/26/22 of S COLORD No 98/26/22 of S COLORD No 98/26/22 of S COLORD No 98/26/22 of S COLORD No 98/26/26/22 of S COLORD No 98/26/22 of S COLORD No 98/26/22 of S COLORD No 98/26/22 of S COLORD No 98/26/26/22 of S COLORD No 98/26/26/22 of S COLORD NO 98/26/26/26/26/26/26/26/26/26/26/26/26/26/			ı	recordings to ensure the continued serviceability of											
Commission Registrical III Section Commission Registr			ı	the recorders. (c) The operator shall save the											
Commission Regulation(U) Septiments and Commis			ı												
May 96/C/2024 of Southers Software referred to any operation procedures procedures procedure and the control of the control o			ı	FDR as required by CAT.IDE.A.190 or CAT.IDE.H.190,											
2012 laying down schools of registering transport of the programments and	Commission Regulation(EU)		ı	except that, for the purpose of testing and											
inequirements and percentage of the contents and percentage of the contents of	No 965/2012 of 5 October		ı	maintaining the FDR, up to one hour of the oldest											
administrative procedures procedure (Commission Regulation(CL) proce									1						
related for a operations of particular to Septidate (CL) Schedule (CL) S	'					1	1		ı						
aurwant to Regulation (IC) De Carbonia Septimination of the Commission Regulation (IC) Septimination of the Commission Regulation (IC) Septimination of the Commission Regulation (IC) Septimination of the Commission Regulation (IC) Septimination of the Commission Regulation (IC) Septimination of the Commission Regulation (IC) Septimination of the Commission Regulation (IC) Septimination of the Commission Regulation (IC) Septimination of the Commission Regulation (IC) Septimination of the Commission Regulation (IC) Septimination of the Commission Regulation (IC) Septimination of the Commission Regulation (IC) Septimination of the Commission Regulation (IC) Septimination Regulation (IC) Sep															
The Council of the Co			ı	information to convert FDR raw data into											
European Parliament and of 18, section 4 and 18, section 5 and 18 per parliament and of 18, section 4 and 18 per parliament and 6 per p									1						
At the Council 4 2 3214 by the competent authority. Or Commission Regulation (CU) 180 985/2012 of 3 October 2022 bying down the technical instructions, report without delay to the competent authority and the technical instructions, report without delay to the competent authority and the technical instructions, report without delay to the competent authority and the appropriate authority of the State of Commission Regulation (CU) 180 985/2012 of 3 October 2012 bying down the technical instructions, report without delay to the competent authority and the appropriate authority of the State of Commission Regulation (CU) 180 personal authority and the designation of the Commission Regulation (CU) 180 personal authority and the technical instructions, report without delay to the competent authority and the technical instructions, report without delay to the competent authority and the technical instructions, report without delay to the competent authority and the appropriate authority of the State of Commission Regulation (CU) 180 personal authority and the technical instructions, report without delay to the competent authority and the technical instructions, report without delay to the competent authority and the technical instructions, report without delay to the technical instructions, report without delay to the technical authority and the technical instructions, report without delay to the technical instructions, report without delay to the technical authority and the technical instructions, report without delay to the technical authority and the technical authority and the technical instructions, report without delay to the technical authority and the technical authority and the technical authority and the technical instructions, report without delay to the technical authority and the technical authority and the technical authority and the technical authority and the technical authority and the technical authority and the technical authority and the technical authority and the technical authority and the techni	No 216/2008 of the	13, Part	ı	operator shall make available any flight recorder					1						
Commission Regulation(I)U, some MS/2012 of 5 Crother 2012 large down technical requirements and administrative procedures relative to an operation of the exercise characteristic procedures and administrative procedures (and the procedures and administrative procedures (and the procedures and administrative procedures) and administrative procedures (and the proc		B, Section		recording that has been preserved, if so determined					1						
Commission Regulation (CU) No 955/2012 of 5 October 2012 laying down technical substrative procedures related to air operation of the discoverage with the technical instructions, report without delay to the competent authority and the exploraginate authority and the exploraginate authority and the exploraginate authority of the State global Color of the State Schedule Society of Sche	1 the Council	4	2014	by the competent authority.	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Commission Regulation (CU) No 955/2012 of 5 October 2012 laying down technical substrative procedures related to air operation of the discoverage with the technical instructions, report without delay to the competent authority and the exploraginate authority and the exploraginate authority and the exploraginate authority of the State global Color of the State Schedule Society of Sche			ı						1						
Commission Regulation(EU) No 85/97012 of 5 October 2012 Enging down technical antifutions produced by separation of the support of the suppor															ļ
No 955/2012 of 5 October 2012 laying down technical requirements and continuents reported unless the commander as authority and the proportions extend that (;) all members of the commander and of 8, Section 2 (2016) of, Commission Regulation (EQ) Commis									1						
and individual to Regulation (EQ of Commission Regulation (EQ of Commissio									1						
requirements and administrative procedures collected to air operations pursuant to Regulation (EC) helder to air operations pursuant to Regulation (EC) helder to air operations pursuant to Regulation (EC) helder to air operations pursuant to Regulation (EC) helder to air operations pursuant to Regulation (EC) helder to air operations and the second of the second o															
administrative procedures related to air operators on created to air operators or new to related to air operators or new to related to air operators or new to related to air operators or new to related to air operators or new to related to air operators or new to related to air operators or new to related to air operators or new to related to air operator or mails or (2) the finding of diageous goods in cargo or mails or (2) the finding of diageous goods in cargo or mails or (2) the finding of diageous goods carried by passengers or crew members, or in their baggage, when not in accordance with Part 8 of the technical value of the configuration of the commander (1) the flight shall not be commanded or operators of the configuration of the or the aircraft is a third preparation by commander (1) the flight shall not be commenced unless the commander is a satisfied that (1) all items stipplated in 2,3 of Amer IV to Regulation (EQ) No 213/2008 concerning the airvorthiness and registration of the of the aircraft, instrument and explainment, mass and centre of gravity (CG) location, and registration of the of the aircraft is a not operated contrary to the provisions of the configuration deviations in scientific of gravity (CG) location, and centre of gravity (CG) location, and registration of the office aircraft, is not operated contrary to the provisions of the configuration deviations in scientific of gravity (CG) location, and centre of gravity (CG) location, and centre of gravity (CG) location, and centre of gravity (CG) location, and centre of gravity (CG) location, and centre of gravity (CG) location, and centre of gravity (CG) location, and centre of gravity (CG) location, and centre of gravity (CG) location, and centre of gravity (CG) location, and centre of gravity (CG) location, and centre of gravity (CG) location, and centre of gravity (CG) location, and centre of gravity (CG) location, and centre of gravity (CG) location, and centre of gravity (CG) location, and centre of gravity (CG) location, and centre	, .														
prelated to air operations of pursuant to Registration (EC) No 216/2008 of the (EU) Roy 26/2009 of the (EU) Roy 26/2009 of the (EU) Roy 26/2009 of the (EU) Roy 26/2009 of the (EU) Roy 26/2009 of the (EU) Roy 26/2009 of the															
pursant to Regulation (EC) No 216/2008 of the Sample of															
No 215/2008 of the European Parliament and of 8, Section 1 20 the Council A			ı	undeclared or misdeclared dangerous goods in cargo											
European Parliament and of 8, Section when not in accordance with Part 8 of the technical aircraft operator/pilot SO L4 Alternative for Criminal Sanctions No Ves Ves Ves Ves Ves Ves Ves Ves Ves Ves															
4 2014 Instructions aircraft operator/pilot SO L4 Alternative for Criminal Sanctions No Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes									1						
CATOPM CATOP.MPA.175(b) Fight preparation by commander (b) The fillipt shall not be commended unless the commander is attellified that (1) all items stowers and incommended unless the commander is attellified that (1) all items stowers and incommander is attellified that (1) all items stowers are commander is attellified that (1) all items stowers are commander is attellified that (1) all items stowers are commander is attellified that (1) all items stowers are commander in a stowers and equipment, mass and center of gravity (CG) location, bagage and cargo and directal potential prilimitations can be compiled with; (2) the aircraft is not operated contrary to the provisions of the configuration deviation list (CDL); (3) the parts of the operations manual that are required for the sounder of the conduct of the flight are available; (4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are on board; (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the carried including any diversion that may reasonably be expected; (6) ground facilities and sequence considered in the available and adequate; (7) the provisions specified in the administrative procedures related to air operations manual in respect of fuel, (i), owgen, minimum safe allitudes, aerodrome operating minimum and availability of alternate aerodromes, where required, can be compiled with for the furnishment and of 8). Section Sectio		B, Section							1						
commander (b) The flight shall not be commenced unless the commander is satisfied that 1; all all tems stplutated in 2.a.3 of Annex IV to Regulation (E; No 216/2008 concerning the allworthines and registration of the of the aircraft, instrument and equipment, mass and carrie of gravity (CS) location, bagage and cargo and aircraft operating limitations can be complied with (CD); (3) the parts of the operations manual that are required for the conduct of the flight are available; (4) the documents, additional information and forms required to be valiable by CAT.GEN.MPA.180 are on board; (5) current maps, charts and associated documentation or equivalent data are available to over the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and sequitative procedures related to air operations with the process process of the poreations and adequate; (7) the provisions specified in the operations process the parts of the part and adequate; (7) the provisions specified in the operations manual requirements and adequate; (7) the provisions specified in the operations manual in respect of flue, (6) owgen, minimum and availability of alternate aerodromes, and minimum and availability of alternate aerodromes, minimum and availability of alternate aerodromes, minimum and availability of alternate aerodromes, minimum and availability of alternate aerodromes, where required, can be complied with for the planned flight; and (8) any additional operational	2 the Council	4	2014	instructions.	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
unless the commander is satisfied that: (1) all Items stipulated in 2.a 3 of Annex V to Regulation (EQ.) No 216/2008 concerning the airvorthiness and registration of the of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, bagage and cargo and aircraft operating limitations can be compiled with; (2) the aircraft is not operated contrary to the provisions of the configuration deviation list (CDL); (3) the parts of the operations manual that are required for the conduct of the flight are available; (4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are no based; (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and services required for the planned flight are available; and adequate; (7) the provisions specified in the operations and minimum safe altitudes, aerodrome operation minimum safe altitudes, aerodrome operation minimum and availability of alternate aerodromes, (6) minimum safe altitudes, aerodromes operation minimum and availability of alternate aerodromes, (6) any additional operational			ı	CAT.OP.M CAT.OP.MPA.175(b) Flight preparation by					1						Į.
stipulated in 2.a.3 of Annex IV to Regulation (EC) to 216/2008 concerning the airworthiness and registration of the of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, bagagae and cargo and aircraft operating limitations can be compiled with; (2) the aircraft is not operation deviation list (CDL); (3) the parts of the operations manual that are required for the conduct of the flight are available; (4) the documents, additional information and forms required to the conduct of the flight are available to cover the intended operation or equivalent data are available to cover the intended operation or the aircraft including any diversion that may reasonably be expected; (6) ground facilities and services required for the conding any diversion that may reasonably be expected; (6) ground facilities and adequate; (7) the provisions specified in the operations manual in respect of the joil, ow open, minimum safe altitudes, aerodrome operating minimum and availability of alternate aerodromes, so mini			ı												ļ
21,6/2008 concerning the airworthiness and registration of the off ha aircraft, instrument and equipment, mass and centre of gravity (CG) location, bigagese and cargo and aircraft operating limitations can be compiled with; (2) the aircraft is not operated contrary to the provisions of the configuration deviation list (CDL), (3) the parts of the operations manual that are required for the conduct of the flight are available; (4) the documents, additional information and forms required to be available by CAT.GEN.MPA.18 and earn board; (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and services required for the planned flight are available and adequate; (7) the provisions specified in the operations manual in respect of the, oil, oxygen, minimum safe altitudes, serodrome operating munimum safe altitudes, serodrome operating minima and availability of alternate aerodromes, sheckled in the operations manual in respect of the, oil, oxygen, minima and availability of alternate aerodromes, sheckled in the oil and adequate; (7) the provisions specified in the oil and adequate; (7) the provisions specified in the oil and adequate; (7) the provisions specified in the oil and adequate; (7) the provisions specified in the oil and adequate; (7) the provisions specified in the oil and adequate; (7) the provisions specified in the oil and adequate; (7) the provisions specified in the oil and adequate; (7) the provisions specified in the oil and adequate; (7) the provisions specified in the oil and adequate; (7) the provisions specified in the oil and adequate; (7) the provisions specified in the oil and adequate; (7) the provisions specified in the oil and adequate; (7) the provisions specified in the oil and adequate; (7) the provisions specified in the oil and adequate; (7) the provisions specified in the oil and adequate; (7) the provisions specified in the o			ı												
registration of the of the aircraft, instrument and equipment, mass and centre of gravity (CS) location, baggage and cargo and aircraft to perating limitations can be complied with; (2) the aircraft is not operated contrary to the provisions of the configuration deviation list (CDL); (3) the parts of the operations manual that ar equiver for the conduct of the flight are available; (4) the documents, additional information and forms required to the available by CAT.GEN.MPA.180 are on board; (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and administrative procedures related to air operations and administrative procedures related to air operations and administrative procedures related to air operations and administrative procedures related to air operations and administrative procedures related to air operations and administrative procedures related to air operations and administrative procedures and administrative procedures and administrative procedures related to air operations and administrative procedures. Schedule No. 216,7008 of the Linch and the planned flight are available in the operations and administrative procedures. Schedule No. 216,7008 of the Linch and the planned flight are available in the operations and linch and the planned flight are available in the operations minima and availability of alternate aerodromes, where required, can be complied with for the planned flight, and (8) any additional operational			ı	stipulated in 2.a.3 of Annex IV to Regulation (EC) No											
equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft so to operated contrary to the provisions of the configuration deviation list (CDL); (3) the parts of the operations manual that are required for the conduct of the flight are available; (4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are on board; (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and services required for the planned flight are available in the operations manual in respect of fuel, oil, oxygen, minimum and availability of alternate aerodromes, where required, can be complied with for the European Parliament and of 8. Section in the operations in the manual parliament and of 8. Section in the planned flight, and (8) any additional operational			ı	216/2008 concerning the airworthiness and											
baggage and cargo and aircraft operating limitations can be compiled with; (2) the aircraft is not operated contrary to the provisions of the configuration deviation list (CDL); (3) the parts of the operations manual that are required for the conduct of the flight are available; (4) the documents, additional information and forms required to be available by CAT.GEM.MPA.180 are on board; (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and administrative procedures related to air operations pursuant to Regulation (EC). No 216/2008 of the Schedule 13, Part where required, can be compiled with for the European Parliament and of the schedule of the planned flight, and (8) any additional operational by the planned flight, and (8) any additional operational by the planned flight, and (8) any additional operational by the planned flight, and (8) any additional operational by the planned flight, and (8) any additional operational by the planned flight, and (8) any additional operational by the planned flight, and (8) any additional operational by the planned flight, and (8) any additional operational by the planned flight, and (8) any additional operational by the planned flight, and (8) any additional operational by the planned flight, and (8) any additional operational by the planned flight, and (8) any additional operational by the provisions of the contraction of the flight are available to cover the intended operation of the flight are available to cover the intended operation of the flight are available to cover the intended operation of the flight are available to cover the intended operation of the flight are available to cover the intended operation of the flight are available to cover the intended operation of the flight are available to cover the intended operation of the flight are available to cover the intended operation of the flight are avai			ı	registration of the of the aircraft, instrument and											
can be compiled with; (2) the aircraft is not operated contrary to the provisions of the configuration deviation list (CDL); (3) the parts of the operations manual that are required for the conduct of the flight are available; (4) the documents, additional information and forms required to be available by CAT.GEN. MPA.180 are on board; (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and services required for the planned flight are available and adequate; (7) the provisions specified in the aircraft in services required for the planned flight are available in the aircraft including any associated to air operations and aminimum safe altitudes, aerodrome operating minimum and availability of alternate aerodromes, who services required with for the European Parliament and of B, Section planned flight; and (8) any additional operational															
contrary to the provisions of the configuration deviation list (CDL); (3) the parts of the operations manual that are required for the conduct of the flight are available; (4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are on board; (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and services required for the planned flight are available to operations and administrative procedures related to air operations and aministrative procedures and administrative procedures and administrative procedures and minimum afse altitudes, aerodrome operating minimum afse altitudes, aerodrome operating minimum afse altitudes, aerodrome operating minimum and availability of alternate aerodromes, where required, can be complied with for the European Parliament and of 8, Section planned flight; and (8) any additional operational			ı			1	1		1						
deviation list (CDL); (3) the parts of the operations manual that are required for the conduct of the flight are available; (4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are on board; (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and services required for the planned flight are available and adequate; (7) the provisions specified in the operations manual in respect of fuel, oil, oxygen, minima and availability of alternate aerodromes, where required, can be compiled with for the European Parliament and of B, Section planned flight; and (8) any additional operational			ı												
manual that are required for the conduct of the flight are available; (4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are on board; (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and services required for the planned flight are available and adequate; (7) the provisions specified in the operations and administrative procedures related to air operations apursuant to Regulation (EC) Schedule No 216/2008 of the European Parliament and of B, Section planned flight; and (8) any additional operational			ı												
flight are available; (4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are on board; (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and services required for the planned flight are available and adequate; (7) the provisions specified in the adaministrative procedures required for the planned flight are available and adequate; (7) the provisions specified in the operations and administrative procedures required for the planned flight are available and adequate; (7) the provisions specified in the operations manual in respect of fuel, oil, oxygen, minima safe altitudes, servicence operating minima and availability of alternate aerodromes, where required, can be complied with for the European Parliament and of 8, Section planned flight; and (8) any additional information and forms required to be available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and services required for the planned flight are available and adequate; (7) the provisions specified in the operations and adequate; (7) the provisions specified in the operations and adequate; (7) the provisions specified in the operations and adequate; (7) the provisions specified in the operations and adequate; (7) the provisions specified in the operations and adequate; (7) the provisions specified in the operations and adequate; (7) the provisions specified in the operations and adequate; (7) the provisions specified in the operations and adequate; (7) the provisions specified in the operations and adequate; (7) the provisions specified in the operations and adequate; (7) the provisions specified in the operations and adequate; (7) the provisions specified in the operations and adequate; (7) the provisions specified in the operations and adequate; (7) the provisions spec															
information and forms required to be available by CAT.GEN.MPA.180 are on board; (5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and services required for the planned flight are available and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequat						1	1		ı						
Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures elated to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of B, Section Parliament and of B, Section Parliament and of B, Section Parliament and of B, Section Parliament and of B, Section Parliament and of B, Section Parliament and of B, Section Parliament and of B, Section Parliament and of B, Section Parliament and of B, Section Parliament and of B, Section Parliament and of B, Section Parliament and of B, Section Parliament and of B, Section Parliament and of B, Section Parliament and October 2012															
Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures pursuant to Regulation (EC) No 265/2002 of the palment and of European Parliament and of B, Section Charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and services required for the planned flight are available and adequate; (7) the provisions specified in the operations manual in respect of fuel, oil, oxygen, minima and availability of alternate aerodromes, where required, can be compiled with for the planned flight; and (8), any additional operational						1	1		ı						
data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected; (6) ground facilities and services required for the planned flight are available and adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the adequate; (7) the provisions specified in the a									1						
Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of B, Section planned flight; and (B) any additional operational									1						
No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) Schedule No 216/2008 of the Use Portion and Schedule Where required and availability of alternate aerodromes, where required, can be complied with for the Use Portion and Schedule Where required, can be complied with for the Use Portion and Schedule Where required, can be complied with for the Use Portion and Schedule Where required, can be complied with for the Use Portion and Schedule Where required, can be complied with for the Use Portion and Schedule Where required, can be complied with for the Use Portion and Schedule Where required, can be complied with for the Use Portion and Schedule Where required, can be complied with for the Use Portion and Schedule Where required, can be complied with for the Use Portion and Schedule Where required, can be complied with for the Use Portion and Schedule Where required, can be complied with for the Use Portion and Schedule Where required, can be complied with for the Use Portion and Schedule Where required, for the planned flight; and (8) any additional operational															
2012 laying down technical requirements and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the and adequate; (7) the provisions specified in the operations manual in respect of fuel, oil, oxygen, minimum safe altitudes, aerodrome operating pursuant to Regulation (EC) No 216/2008 of the 13, Part where required, can be complied with for the European Parliament and of B, Section planned flight; and (8) any additional operational															
requirements and administrative procedures 241(6) of, operations annual in respect of fuel, oil, oxygen, related to air operations and solutions of the No 216/2008 of the No 216/2008 of the European Parliament and of B, Section planned flight; and (B) any additional operational						1	1		1						
administrative procedures 241(6) of, operations manual in respect of fuel, oil, oxygen, minimum safe altitudes, aerodrome operating pursuant to Regulation (EC) Schedule No 216/2008 of the 13, Part where required, can be complied with for the European Parliament and of B, Section planned flight; and (8) any additional operational						1	1		1						
related to air operations and minimum safe altitudes, aerodrome operating pursuant to Regulation (EC) Schedule minima and availability of alternate aerodromes, No 216/2008 of the 13, Part where required, can be complied with for the European Parliament and of 8, Section planned flight; and (8) any additional operational						1	1		1						
pursuant to Regulation (EC) Schedule minima and availability of alternate aerodromes, No 216/2008 of the 13, Part where required, can be complied with for the European Parliament and of B, Section planned flight; and (B) any additional operational			ı												
No 216/2008 of the 13, Part where required, can be complied with for the European Parliament and of B, Section planned flight; and (8) any additional operational			ı			1	1		ı						
European Parliament and of B, Section planned flight; and (8) any additional operational			ı			1	1		ı						
									ı						
43 the Council 4 2014 limitation can be complied with. aircraft operator/pilot SO L4 Alternative for Criminal Sanctions No Yes		ID Cootion		planned flight; and (8) any additional operational		1	1		1						
		b, section													No

Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of	241(6) of, and Schedule 13, Part B, Section 4	CAT.OP.MPA.210(a)(1) and (2) Flight crew to remain at station (a) Flight crew members (1) During take-off and landing each flight crew member required to be on duty in the flight crew compartment shall be at the assigned station. (2) During all other phases of flight each flight crew member required to be on duty in the flight crew compartment shall remain at the assigned station, unless absence is necessary for the performance of duties in connection with the operation or for physiological needs, provided at least one suitably qualified pilot remains at the controls of the aircraft at all times	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of	241(6) of, and Schedule 13, Part B, Section	CAT.OP.M CAT.OP.MPA.225 Crew and passengers to be secured (a) Crew members (1) During take-off and landing, and whenever decided by the commander in the interest of safety, each crew member shall be properly secured by all safety belts and restraint systems provided. (2) During other phases of the flight, each flight crew member in the flight crew compartment shall keep the assigned station safety belt fastened while at his/her station. (b) Passengers (1) Before take-off and landing, and during taxiing, and whenever deemed necessary in the interest of safety, the commander shall be satisfied that each passenger on board occupies a seat or berth with his/her safety belt or restraint system properly secured. (2) The operator shall make provisions for multiple occupancy of aircraft seats that is only allowed on specified seats. The commander shall be satisfied that multiple occupancy does not occur other than by one adult and one infant who is properly secured by a											
Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of	241(6) of, and Schedule 13, Part B, Section	SPA.PBN.100 Requirement for performance based navigation Aircraft shall only be operated in designated airspace, on routes or in accordance with procedures where performance-based navigation (PBN) specifications are established if the operator has been granted an approval by the competent authority to conduct such operations. No specific approval is required for operations in area navigation 5 (RNAV5 (basic area navigation, B-RNAV)) designated airspace.	aircraft operator/pilot	so	14	Alternative for Criminal Sanctions Alternative for Criminal Sanctions	No No	Yes	Yes	Yes	Yes	Yes	No No
Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of	241(6) of, and Schedule 13, Part B, Section	SPA. MNPS.100 Requirement for minimum navigation performance specification approval Aircraft shall only be operated in designated minimum navigation performance specifications (MNPS) airspace in accordance with regional supplementary procedures, where minimum navigation performance specifications are established, if the operator has been granted an approval by the competent authority to conduct such operations.	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Commission Regulation(EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of 748 [the Council	241(6) of, and Schedule 13, Part B, Section	SPA.RVSM.100 Requirement for reduced vertical separation minimum approval Aircraft shall only be operated in designated airspace where a reduced vertical separation minimum of 300 m (1 000 ft) applies between flight level (FL) 290 and FL 410, inclusive,	aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

Determination Registration Control Regist		1			1								-	
No. 2002-2014 Colored Colored	Commission Regulation(FLI)													
Processor Control Co	No 965/2012 of 5 October													
Section Company Comp														
But the Registration of Control of Section 1 (1) and the Section 1	administrative procedures 241(6) of,													
Proc. 15 Pro														
200 Communication Superior (CSE) Communication Superior	No 216/2008 of the 13, Part													
The SOCIATION of A Company Committee processors Section for a processor of the Committee of				aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
Max SOCIATION of A Concessor														
2012 1975														
Material Continues and administration processors Material Continues														
In which to respect the product of the production of productions of the production o	requirements and													
the 3-18/COV Set of the Language interface and of 1 1, 2-601 (and the control of		'												
Commission Registrate from 1 III, a factors 2004 (2014) (2														
Commission Regulation (EL) No 66 (A) CSC 24 S Concider Position for Commission of CSC 24 S Concider Position for Commission of CSC 24 S Concider Position for Commission of CSC 24 S Concider Position for CSC 24 S Concider Position for CSC 24 S Concider Position for CSC 24 S Concider Position for CSC 24 S Concider (CSC 24 S Concider (CSC 24 S COncider (CS	European Parliament and of B, Section													
Mode Spiral and Spiral Controller 2012 Spiral Government for Pediatrics of Spiral Controller 2012 Spiral Government for Pediatrics of Spiral Controller 2012 Spiral Government for Pediatrics of Spiral Controller 2012 Spiral Government for Pediatrics of Spiral Controller 2012 Spiral Government for Pediatrics of Spiral Controller 2012 Spiral Government for Pediatrics of Spiral Controller 2012 Spiral Government for Spiral Spiral Controller 2012 Spiral Government for Spiral Controller 2012 Spiral Controller 2012 Spiral Government for Spiral Controller 2012 Spiral Government for Spiral Spiral Controller 2012 Spiral Controller 2012 Spiral Government for Spiral Spiral Controller 2012	750 the Council 4	2014	systems approval for helicopter operations	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
No 95/5/1002 of Discher Commission of a regulation (CC) Commission Regulation (CC) Commission Regulation (CC) Commission Regulation (CC) Commission Regulation (CC) Commission Regulation (CC) Commission Regulation (CC) Commission Regulation (CC) Commission Regulation (CC) Commission Regulation (CC) Commission Regulation (CC) No 95/5/1002 of Concept Conce														
regulements and separative procedures and separative procedures and separative for the Language Parlament and of a Jackson 10 Separative for 10 Separative f														
administrative procedures related to all specialistics of all specialist														
our parameter to Regulation (EQ) Response for the parameter and of a file par	administrative procedures 241(6) of,	,												
No 14/2008 of the furnish and off section of the furnish furni														
25.5 Decouncies Commission Regulation(EU) Commission Regulation(EU) Commission Regulation(EU) Commission Regulation(EU) Commission Regulation(EU) Commission Regulation(EU) Commission Regulation(EU) Commission Regulation(EU) Commission Regulation(EU) Commission Regulation(EU) Commission Regulation(EU) Commission Regulation(EU) Commission Regulation(EU) Commission Regulation(EU) Commission Regulation(EU) Commission Regulation(EU) Commission(E	No 216/2008 of the 13, Part													
No oSS/2012 of 5 October 2012 Display on technical requirements and administrative procedures related to air operations and administrative procedures related to air operations procedures related to air operation (EQ No. 2014) and and procedures of the procedures o				aircraft operator/pilot	so	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
No oSS/2012 of 5 October 2012 Display on technical requirements and administrative procedures related to air operations and administrative procedures related to air operations and procedures related to air operations and procedures related to air operation (EQ (No. 3202) and and procedures are not procedured as a SA REMS.100 Requirement for helicopter 3. Part 2012 Display on the control of the														
2012 bying down technical requirements and administrative procedures gurasant to Regulation (EQ) and a second of the Council Regulation (EEQ) and 2014 per second of the Council Regulation (
requirements and administrative procedures related to air operations procedures related to air operations (EC) 13, Part 1, Schedule 13, Part 2, Council Regulation (EC) 2014 Section 14, Part 2, Part														
present to Septiation (EQ No 2016/2086 of the Louncil European Parliament and of Section 17.2 the Council Regulation (EQ No 302/291 Annex III, as amended by COMMSSION REGULATION (ET No 32 2008) 120 August 2008 121 (7) of and commencement of the such weapons of schedule 13, Part (Commencement of the such weapons of war and munitions of war are section of the such weapons of an and commencement of the such weapons of the such weapons of the such weapons of the such weapons of the such weapons of the such weapons of war and munitions of war are section of the such weapons of the such weapons of the such weapons of war and munitions of war are section of the such weapons of the such weapons of war and munitions of war are section of the such weapons of the such weapons of war and munitions of war are section of the such weapons of the such weapons of war and munitions of war are section of the such weapons of the such weapons of war and munitions of war are section of the such weapons of the s	requirements and													
No 216/2006 of the European Parliament and of Eu														
EU-OPS - Council Regulation (EEC) No. 3922/91 Annex III, as a mended by COMMISSION REGULATION (EC) No. 829/2008 of 20 August 2008 of 241/7) of, and Schedule 13, Part C, Section 753														
EU-OPS - Council Regulation (EEC) No. 3922/91 Annex III, as amended by COMMISSION REGULATION (EC) No 8839/2008 of 20 August 2008 of 20 August 2008 1. stowed in the aeroplane in a place which is inaccessible to passengers during flight; and 2. in the case of freams, unloaded; unless, before the case of freams, unloaded; unless, before the case of freams, unloaded; unless, before the case of freams, unloaded; unless, before the case of freams, unloaded; unless, before the commencement of the flight, apporal has been granted by all States concerned that such weapons of war and munitions of war are: 1. stowed in the aeroplane in a place which is inaccessible to passengers during flight; and 2. in the case of freams, unloaded; unless, before the commencement of the flight, apporal has been granted by all States concerned that such weapons of war and munitions of war are by a state science and the such weapons of war and munitions of war are by a state science and the such weapons of war and munitions of war are by a state science and the such weapons of war and munitions of war are by a state science and the such weapons of war and munitions of war are by a state science and the such weapons of war and munitions of war are by a state science and the such weapons of war and munitions of war are by a state science and the such weapons of war and munitions of war are by a state science and the such weapons of war and munitions of war are by a state science and the such weapons of war and munitions of war are by a state science and the such weapons of war and munitions of war and ware that weapons of war and munitions of war are by a state science and the such weapons of war and munitions of war are by a state science and the such weapons of war and munitions of war are by a state science and the such weapons of war and munitions of war are by a state science and the such weapons of war and munitions of war and weapons of war and munitions of war and weapons of war and munitions of war and weapons of war and munitions	European Parliament and of B, Section													
[EEU, No. 3922/918 Annex III, as a memded by COMMISSION REGULATION (EC) No. 859/2008 of 20 August 2008 of 20 August 2008 1 stowed in the aeroplane in a place which is inaccessible to passengers during flight; and 2. in the case of firens; unloaded, unless, before the commencement of the flight, approval has been granted by all States concerned. (b) An operator shall ensure that weapons of war and munitions of war are commencement of the flight, approval has been granted by all States concerned. (c) Section 241(7) of, and schedule 13, Part C, Section (c) Section States of the commencement of the flight, approval has been granted by all States concerned that such weapons of war and munitions of war may be carried in circumstances that differ in part or in total from those indicated in this subparagraph. 253 3 2008 EU-OPS - Council Regulation (EEC) No. 3922/91 Annex III, and as amended by COMMISSION Schedule REGULATION (EC) No 13, Part (c) Section (c) Schedule REGULATION (EC) No 13, Part (c) Section (c) Section (c) First part of the part o	752 the Council 4	2014	emergency medical service operations approval	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
as amended by COMMISSION REFOULTAINO (EC) No 859/2008 of 20 August 2008 of 20 August 2008 an approval to do so has been granted by all States concerned. (b) An operator shall not transport weapons of war and munitions of war are: 1. stowed in the aeroplane in a place which is inaccessible to passengers during flight; and 2. in the case of firearms, unloaded; unless, before the commencement of the flight, approval has been granted by all States concerned that such weapons of war and munitions of war are: 1. stowed in the aeroplane in a place which is inaccessible to passengers during flight; and 2. in the case of firearms, unloaded; unless, before the commencement of the flight, approval has been granted by all States concerned that such weapons of war and munitions of war may be carried in circumstances that differ in part or in total from aircraft operator/pilot TEW L5 Alternative for Criminal Sanctions No Yes Yes Yes Yes No EU-OPS - Council Regulation (EEC) No. 392/91 Annex III, as amended by COMMISSION Schedule perform duties on an aeroplane: 4. if applicable perform duties on an aeroplane: 4. if applicable perform duties on an aeroplane: 4. if applicable in any doubt of being able to accomplish his/her			FILORS 1 065 Prohibition of carriage of weapons of											
859/2008 of 20 August 2008 of 20 August 2008 of 20 August 2008 of 20 August 2008 of 20 August 2008 of 20 August 2008 of 20 August 2008 of 20 August 2008 of 20 August 2008 an approval to do so has been granted by all States concerned. (b) An operator shall ensure that weapons of war and munitions of war are: 1. stowed in the aeroplane in a place which is inaccessible to passengers during flight; and 2. In the case of firearms, unloaded; unless, before the commencement of the flight, approval has been granted by all States concerned that such weapons of war and munitions of war may be carried in circumstances that diffier in part or in total from a circumstances that diffier in part or in total from and concerned. EU-OPS - Council Regulation (EEC) No. 392/91 Annex III, and and samended by COMMISSION Schedule REGULATION (EC) No. 13, Part (SCUATION (EC) No. 15, Part (SCUATION (EC) No. 15, Part (SCUATION (EC) No. 15, Part (SCUATION (EC) No. 15, Part (SCUATION (EC) No. 15, Part (SCUATION (EC) No. 15, Part (SCUATION (EC) No. 15, Part (SCUATION (EC) No. 15, Part (SCUATION (EC) No. 16, Part (SCUATION (EC) No. 17, Part (SCUATION (EC) No. 18, Part (SCUATION (EC) No. 19, Part (SCUATION (EC) No. 10, Part (SCUATION (EC) No. 11, Part (SCUATION (EC) No. 12, Part (SCUATION (EC) No. 13, Part (SCUATION (EC) No. 14, Part (SCUATION (EC) No. 15, Part (SCUATION (EC) No. 16, Part (SCUATION (EC) No. 17, Part (SCUATION (EC) No. 18, Part (SCUATION (EC) No. 19, Part (SCUAT	as amended by COMMISSION		munitions of war (a) An operator shall not transport											
of 20 August 2008 Granted by all States concerned. (b) An operator shall ensure that weapons of war and munitions of war are: 1. stowed in the aeroplane in a place which is inaccessible to passengers during flight; and 2. in the case of firearms, unloaded; unless, before the commencement of the flight, approval has been granted by all States concerned that such weapons of war and munitions of war and because of war and munitions of war and the commencement of the flight, approval has been granted by all States concerned that such weapons of war and munitions of war and munitions of war may be carried in circumstances that differ in part or in total from a aircraft operator/pilot TEW L5 Alternative for Criminal Sanctions No Yes Yes Yes Yes No														
and munitions of war are: 1. stowed in the aeroplane in a place which is inaccessible to passengers during flight; and 2. in the commencement of the flight, approval has been schedule granted by all States concerned that such weapons of war and munitions of war may be carried in circumstances that differ in part or in total from total circumstances that differ in part or in total from total mass amended by COMMISSION (EEC) NO. 3922/91 Annex III, and as amended by COMMISSION REGULATION (EC) NO 13, Part (SUATION (EC) NO 13, Part (SUATION) (EC) NO 13, Part (SUATION) (EC) NO 13, Part (SUATION) (EC) NO 13, Part (SUATION) (EC) NO 13, Part (SUATION) (EC) NO 13, Part (SUATION) (EC) NO 13, Part (SUATION) (EC) NO 13, Part (SUATION) (EC) NO 13, Part (SUATION) (EC) NO 13, Part (SUATION) (EC) NO 13, Part (SUATION) (EC) NO 13, Part (SUATION) (EC) NO 13, Part (SUATION) (EC) NO 13, Part (SUATION) (EC) NO 13, Part (SUATION) (EC) NO 14, Part (SUATION) (EC) NO 15, Part	of 20 August 2008		granted by all States concerned.											
inaccessible to passengers during flight; and 2. in the case of firearms, unloaded, unless, before the case of firearms, unloaded, unless, unloade														
inaccessible to passengers during flight; and 2. in the case of firearms, unloaded, unless, before the case of firearms, unloaded, unless, unloade			1 stowed in the aeronlane in a place which is											
and Schedule 13, Part C, Section 13, Part C, Section 2008 those indicated in this subparagraph. EU-OPS - Council Regulation (EEC) No. 3922/91 Annex III, as amended by COMMISSION REGULATION (EEC) No. 13, Part S25/2008 C, Section 1, Part No. 14, Part No. 15, Part No			inaccessible to passengers during flight; and 2. in the											
Schedule 13, Part C, Section 13, Part Octoor of war and munitions of war may be carried in circumstances that differ in part or in total from those indicated in this subparagraph. TEW L5 Alternative for Criminal Sanctions No Yes Yes Yes No No Yes Yes Yes No No Yes Yes Yes No No Yes Yes Yes No No Yes Yes Yes No No Yes Yes Yes No No Yes Yes Yes No No Yes Yes Yes No No Yes Yes Yes No No No Yes Yes Yes No No No Yes Yes Yes Yes No No Yes Yes Yes No No No Yes Yes Yes No No No Yes Yes Yes No No No Yes Yes Yes No No No Yes Yes Yes No No No Yes Yes Yes No No No Yes Yes Yes No No No Yes Yes Yes No No No Yes Yes Yes No No No Yes Yes Yes Yes No No No Yes Yes Yes No No No Yes Yes Yes No No No Yes Yes Yes Yes No No No Yes Yes Yes Yes Yes No No No Yes Yes Yes Yes Yes Yes No No No Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes		'												
C, Section 3 2008 those indicated in this subparagraph. EU-OPS - Council Regulation (EEC) No. 3922/91 Annex III, and as amended by COMMISSION Schedule REGULATION (EC) No 13, Part 859/2008 C, Section in any doubt of being able to accomplish his/her	Schedule		granted by all States concerned that such weapons											
EU-OPS - Council Regulation 241(7) of, (EEC) No. 3922/91 Annex III, and EU-OPS 1.085(d)4 and 5 (d) A crew member shall not perform duties on an aeroplane: 4. if applicable perform duties on an aeroplane: 4. if applicable and some duties on an aeroplane in the state of the state	C, Section		circumstances that differ in part or in total from											
(EEC) No. 3922/91 Annex III, and EU-OPS 1.085(d)4 and 5 (d) A crew member shall not as amended by COMMISSION Schedule perform duties on an aeroplane: 4. if applicable REGULATION (EC) No 13, Part medical requirements are not fulfilled, or if he/she is 659/2008 (, Section in any doubt of being able to accomplish his/her	753 3	2008	those indicated in this subparagraph.	aircraft operator/pilot	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
as amended by COMMISSION Schedule perform duties on an aeroplane: 4. if applicable REGULATION (EC) No 13, Part medical requirements are not fulfilled, or if he/she is 859/2008 C, Section in any doubt of being able to accomplish his/her														
REGULATION (EC) No 13, Part medical requirements are not fulfilled, or if he/she is 6859/2008 C, Section in any doubt of being able to accomplish his/her														
	REGULATION (EC) No 13, Part		medical requirements are not fulfilled, or if he/she is											
				aircraft operator/pilot	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

		1											
EU-OPS - Council Regulat	on 241(7) of,		EU-OPS 1.1090 paragraphs 1 to 3 Operator's										
(EEC) No. 3922/91 Annex			obligations for flight and duty time limitations and										
as amended by COMMIS			rest scheme 1. An operator shall establish a flight										
REGULATION (EC) No 859/2008	13, Part C, Section		and duty time limitations and rest scheme (FTL) for crew members. 2. An operator shall ensure that for										
755 of 20 August 2008	3	2008	all	aircraft operator	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
EU-OPS - Council Regulat	on		EU-OPS 1.1145 Operator to comply with Technical Instructions An operator must comply with the										
(EEC) No. 3922/91 Annex			applicable provisions contained in the Technical										
as amended by COMMIS	ION and		Instructions, irrespective of whether:(a) the flight is										
REGULATION (EC) No 859/2008	Schedule		wholly or partly within or wholly outside the										
859/2008	13, Part C, Section		territory of a state; or (b) an approval to carry dangerous goods in										
756 of 20 August 2008	3	2008	accordance with OPS 1.1155 is held.	aircraft operator	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
Ell ODS Council Describe	244(7) -6												
EU-OPS - Council Regulat (EEC) No. 3922/91 Annex													
as amended by COMMIS	ION Schedule		EU-OPS 1155(a) Operator to hold approval to										
REGULATION (EC) No	13, Part		transport dangerous goods (a) An operator shall not										
859/2008 757 of 20 August 2008	C, Section	2008	transport dangerous goods unless approved to do so by the Authority.	aircraft operator	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,										
Commission Regulation(E No 965/2012 of 5 October													
2012 laying down technic													
requirements and	244(=) 6												
administrative procedure related to air operations	241(7) of, and		CAT.GEN.MPA.155 Prohibition of carriage of weapons or munitions of war (a) The operator shall										
pursuant to Regulation (E			only transport weapons of war or munitions of war										
No 216/2008 of the	13, Part		by air if an approval to do so has been granted by all										
European Parliament and 758 the Council	of C, Section	2014	States whose airspace is intended to be used for the flight	aircraft operator/pilot	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
730 the countri	,	2014	ingit	анстате орегасотурное	TEW	LJ	Arternative for Criminal Salectons	140	103	103	103	103	163 100
Commission Regulation(E No 965/2012 of 5 October													
2012 laying down technic													
requirements and	244(=) 6												
administrative procedure related to air operations	241(7) of, and		CAT.GEN.MP.100(c) Crew member's obligation not to fly in dangerous state of fatigue (c) The crew										
pursuant to Regulation (E			member shall not perform duties on an aircraft: (1)										
No 216/2008 of the	13, Part		when under the influence of psychoactive										
European Parliament and 759 the Council	of C, Section	2014	substances or alcohol or when unfit due to injury, fatigue, med	aircraft operator/pilot	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
7 55 the country		2011	langue, meu	анстате орегасотурное	12.0		Automative for entitlinar surfections		1.03	103			100
Commission Regulation(E No 965/2012 of 5 October													
2012 laying down technic													
requirements and	0.44/201												
administrative procedure related to air operations	241(7) of, and		CAT.GEN.MPA.200 Operator to comply with Technical Instructions (a) Unless otherwise										
pursuant to Regulation (E			permitted by this Annex, the transport of dangerous										
No 216/2008 of the	13, Part		goods by air shall be conducted in accordance with										
European Parliament and 760 the Council	of C, Section	2014	Annex 18 to the Chicago Convention as last amended and amplified by	aircraft operator/pilot	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
		2024		and an operator, prior			- The second second	.10					
Commission Book 1 11 15													
Commission Regulation(E No 965/2012 of 5 October													
2012 laying down technic													
requirements and	24:(=) -												
administrative procedure related to air operations	241(7) of, and		SPA.DG.100 Operator to hold approval to transport										
pursuant to Regulation (E	C) Schedule		dangerous goods Except as provided for in Annex IV										
No 216/2008 of the	13, Part		(Part-CAT), Annex VI (Part-NCC) and Annex VII (Part-										
European Parliament and 761 the Council	of C, Section	2014	NCO), the operator shall only transport dangerous goods by air if the operator has been approve	aircraft operator/pilot	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes No
· · · · · · · · · · · · · · · · · · ·						•			7-0				

				,	,								
COMMISSION REGULATION (EU) No 139/2014 of 12 February 2014 aying down requirements and administrative procedures A, Section 762 related to aerodromes 421(5) of, and Schedule 13, Part 13, Part 4, Section 6	2014	ADR.OR.035(b) Failure to return certificate after revocation or surrender (b) Upon revocation or surrender, the [aerodrome] certificate shall be returned to the Competent Authority without delay.	aerodrome operator	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
COMMISSION REGULATION (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures A, Section 763 related to aerodromes 6	2014	ADR.OR.B.060(a) Failure to provide information to notify changes or to comply with requirements or with provisions of aerodrome manual	aerodrome operator	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
COMMISSION REGULATION (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures A, Section 764 related to aerodromes 6	2014	ADR.OR.D.035 Failure to establish an adequate system of record keeping or to keep records	aerodrome operator	so	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
COMMISSION REGULATION (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures B, Section		ADR.OR.8.005 Unauthorised use of an EASA aerodrome Prior to commencing the operation of an aerodrome or when an exemption in accordance with Article 5 has been revoked, the aerodrome operator shall obtain the applicable certificate(s)											
765 related to aerodromes 5 COMMISSION REGULATION (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative	2014	issued by the Comp ADR.OR.B.0.25(a)(1) Failure to perform and document all required actions, inspections, tests, safety assessments or exercises The aerodrome operator shall:	aerodrome operator	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
procedures related to aerodromes		(1) perform and document all actions, inspections, tests, safety assessments or exercises necessary, and shall demonstrate to the Competent Authority: (i) compliance with the notified certification basis,											
241(6) of,		the certification specifications applicable to a change, any safety directive, as appropriate, and the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules; (ii) that the aerodrome, as well as its obstacle											
and Schedule 13, Part B, Section 766 5	2014	limitation and protection surfaces and other areas associated with the aerodrome, have no features or characteristics making it unsafe for operation; and (iii) that the flight procedures of the aerodrome have been approved. ADR.OR.B.040(c) Failure to obtain prior approval for	aerodrome operator	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
		a change affecting the certificate or safety-critical aerodrome equipment or significantly affecting the aerodrome operator's management system, failure to operate under the conditions prescribed during such changes (c) The application for a change in accordance with point (a) or (b) shall be submitted before any such											
		point (g) or (I) Shan be submitted before any such change takes place, in order to enable the Competent Authority to determine continued compliance with Regulation (EC) No 216/2008 and its implementing Rules and to amend, if necessary, the certificate and related terms of the certificate attached to it.											
COMMISSION REGULATION (EU) No 139/2014 of 12 and February 2014 laying down requirements and administrative procedures B, Section 767 related to aerodromes 5	2014	The change shall only be implemented upon receipt of formal approval by the Competent Authority in accordance with ADR.AR.C.040. During the changes, the aerodrome operator shall operate under the conditions approved by the Competent Authority.	aerodrome operator	so	14	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
						· ·							

		I					1								
COMMISSION REGULATION 241	11(6) of,		ADR.OR.C.015 Failure to grant access to any facility,												
(EU) No 139/2014 of 12 and			document or other material relevant to the activity												
	hedule		subject to certification or declaration For the												
	3, Part Section		purpose of determining compliance with the relevant requirements of Regulation (EC) No												
768 related to aerodromes 5			216/2008 and		aerodrome operator	so	L4	Alternative for Criminal Sanctions	N	Yes	Yes	Yes	Yes	Yes	No
related to derodromes		2011	210/2000 dild		derodrome operator	50		Automative for entitlinar safetions		103	103	103	103	103	
COMMISSION REGULATION 241	11(6) of,		ADR.OR.C.025 Failure to implement mandated safety												
(EU) No 139/2014 of 12 and			measures The aerodrome operator or provider of												
	hedule		apron management services shall implement any												
	3, Part Section		safety measures, including safety directives, mandated by the Competent Authority in accordance												
769 related to aerodromes 5			with ADR.AR.A.03		aerodrome operator	so	L4	Alternative for Criminal Sanctions	N	Yes	Yes	Yes	Yes	Yes	No
	11(6) of,		ADR.OPS.B.055 Failure to verify that organisation												
(EU) No 139/2014 of 12 and	-		involved in storing and dispensing The aerodrome												
	hedule 3. Part		operator shall verify that organisations involved in storing and dispensing of fuel to aircraft have												
	Section		procedures to ensure that aircraft are provided with												
770 related to aerodromes 5		2014	u		aerodrome operator	so	L4	Alternative for Criminal Sanctions	N	Yes	Yes	Yes	Yes	Yes	No
			ADD OD C 020 Fellow to several death and lead												
			ADR.OR.C.030 Failure to report any accident, serious incident or occurrence or to report in the from and												
			manner required or within the required time limit												
			(a) The aerodrome operator and the provider of												
			apron management services shall report to the												
	11(7) of,		Competent Authority, and to any other organisation												
(EU) No 139/2014 of 12 and February 2014 laying down Sch	nd hedule		required by the State where the aerodrome is located, any accident, serious incident and												
	3. Part		occurrence as defined in Regulation (EU) No												
	Section		996/2010 of the European Parliament and the												
771 related to aerodromes 6		2014	Council (1) and Directive 2003/42/EC.		aerodrome operator	TEW	L5	Alternative for Criminal Sanctions	N	Yes	Yes	Yes	Yes	Yes	No
						1	1						-	+	
							1						-		
				<u> </u>										-	
				TOTAL					ES (475	587	588	587	68
								ſ	IO 64:	. 54	166	54	53	54	573
						1	1	тот	AL 64:	641	641	641	641	641	641
								101	FMI			EU	VMP	CN	RN
					1	1	1	1	. 1011	013	July		VIVIE	CIV	IVIN