

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

19	Air Navigation (Dangerous Goods) Regulations	10(2)	2002	Failing to ensure that an aircraft was not permitted to fly for the purpose of carrying passengers or cargo when it was known or suspected that radioactive materials had leaked.	Unless radiation levels are not more than specified in Tis.	Operator.	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
20	Air Navigation (Dangerous Goods) Regulations	11(1)	2002	Failing to ensure that the TIs are complied with before consigning dangerous goods for carriage by air.		Shipper			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
21	Air Navigation (Dangerous Goods) Regulations	12	2002	In the event of an -in-flight emergency, failing to inform the appropriate air traffic services unit as soon as the situation permitted of the detail of dangerous goods carried as cargo.		Commander.			Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	Yes	Yes
22	Air Navigation (Dangerous Goods) Regulations	13(1)	2002	Failing to ensure that all persons involved in the preparation of a consignment of dangerous goods for carriage by air have received specified training before the consignment was offered for carriage by air, to enable them to carry out their responsibility		Shipper & agent.			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	No
24	Air Navigation (Dangerous Goods) Regulations	13(2) (a)	2002	Failing to ensure that all relevant staff have received approved and specified training.		UK operator & agent	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	No
25	Air Navigation (Dangerous Goods) Regulations	13(2) (b)	2002	Failing to ensure that handling agent staff have received approved and specified		UK operator & agent	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	No
26	Air Navigation (Dangerous 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	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	No
27	Air Navigation (Dangerous Goods) Regulations	13(5)	2002	Failing to establish and maintain initial and recurrent training programmes in accordance with the TIs			TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	No
28	Air Navigation (Dangerous Goods) Regulations	13(6)	2002	Failing to maintain specified training records.			TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	No
29	Air Navigation (Dangerous Goods) Regulations	13(7)	2002	Offering or providing unapproved training.			TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
30	Air Navigation (Dangerous Goods) Regulations	14(1)	2002	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 carrying as checked baggage by displaying notices as required.		Airport operator & aircraft operator.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	No
31	Air Navigation (Dangerous Goods) Regulations	14(2)	2002	Failing to ensure that passengers on an aircraft flying for the purposes of public transport are warned 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 warning in addition to that required by paragraph (1).		Operator of PT aircraft or agent.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	No
32	Air Navigation (Dangerous Goods) Regulations	14(3)	2002	Failing to ensure that persons who are or may become passengers of an aircraft flying for the purposes of public transport are warned as to the dangerous goods which they are forbidden from carrying as checked baggage by displaying notices at any place where flight accommodation is offered for sale.		Any person in UK making available flight accommodation.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	No
33	Air Navigation (Dangerous Goods) Regulations	15	2002	Failing to ensure that sufficient number of prominent notices are displayed for the purpose of 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	Yes	No
34	Air Navigation (Dangerous Goods) Regulations	16(1)	2002	Failing to ensure that a copy of the dangerous goods transport document and written information to the commander are retained.		Operator.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	No
35	Air Navigation (Dangerous Goods) Regulations	16(2)	2002	Not preserving required records.		Operator.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	No
36	Air Navigation (Dangerous Goods) Regulations	17(1)	2002	Failing to produce specified documents within a reasonable time after being requested to do so by an authorised person.		Operator.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	Yes	No
37	Air Navigation (Dangerous Goods) Regulations	17(2)	2002	Failing to produce any documents which relates to goods which an authorised person has reasonable grounds to suspect may be dangerous within a reasonable time after being requested to do so by an authorised person.		Operator, shipper, agent.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	Yes	No
38	Air Navigation (Dangerous Goods) Regulations	19(1)	2002	Failing to ensure that a dangerous goods accident or incident, or the finding of undeclared or misdeclared dangerous goods, is reported to the CAA wherever it occurs.		UK operator.	TEW	L5	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	Yes	No

39	Air Navigation (Dangerous Goods) Regulations	19(2)	2002	Failing to ensure that a dangerous goods accident or incident, or the finding of undeclared or misdeclared dangerous goods which occurred in the UK, is reported to the CAA.		Non-UK operator.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
40	Air Navigation (Dangerous Goods) Regulations	19(4)	2002	Not despatching a report in writing to CAA within 72 hours.			TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
145	Air Navigation Order	3(1)	2009	Flying an unregistered aircraft in or over the UK	Art 3(2): Unless non-EASA glider deemed registered other than public transport or aerial work. Art 3(3): Non-EASA	3(5): Non-UK registered aircraft flying in or over the UK.	SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
146	Air Navigation Order	5(3)	2009	Causing or permitting a UK-registered aircraft to be used for the purposes of public transport or aerial work.		Unqualified person having registered an 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	Flying other than in accordance with conditions in 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
149	Air Navigation Order	7(2)	2009	Failing to inform the CAA in writing forthwith of any change in particulars, destruction of the aircraft or termination in demise charter.		Person who is registered owner of aircraft registered in UK.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	Yes
150	Air Navigation Order	7(3)	2009	Failing to inform the CAA in writing of ownership of an aircraft.		Person becoming owner of aircraft registered in the UK.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
151	Air Navigation Order	10(1)	2009	Flying an aircraft without nationality & registration marks required by the law of country of registration.			SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
152	Air Navigation Order	10(2)	2009	Flying a UK-registered aircraft with non-compliant marks.			SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
153	Air Navigation Order	10(3)	2009	Aircraft bearing marks purporting to indicate that it is registered other than in the country of registration, or to indicate it is a State aircraft where it is not.			SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
154	Air Navigation Order	11	2009	Flying a UK-registered aeroplane on a commercial air transport flight otherwise than under & in accordance with the terms of a Part-CAT air operator's certificate			TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
155	Air Navigation Order	12(1)	2009	Flying a UK-registered aircraft for the purposes of public transport otherwise than under & in accordance with the terms of an air operator's certificate (AOC).			TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
156	Air Navigation Order	13(4)	2009	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 certificate.			TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
157	Air Navigation Order	14(1)	2009	Holding oneself out as a person who may offer flights in a UK-registered aircraft for the purpose of public transport or commercial air transport without holding an AOC.	Art 14(2): excluding where person had applied for an AOC and reasonably belief that will hold AOC by the time of the flight.				Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
158	Air Navigation Order	16(1)	2009	Flying an aircraft without a certificate of airworthiness (CofA).	Art 16(2): intra-UK flights by specified aircraft.		TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
159	Air Navigation Order	16(7)	2009	Flying a UK-registered aircraft which has an EASA CofA otherwise than in accordance with conditions or limitations in the flight manual.	Unless otherwise permitted by the CAA.		TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
160	Air Navigation Order	23(1)	2009	Flying an aircraft for the purpose of commercial air transport, public transport or aerial work.	Other than flying displays, practice, test, positioning, exhibition, demonstration.	Aircraft flying in accordance with a national permit to fly.	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
161	Air Navigation Order	23(4)	2009	Failing to affix an Occupant Warning placard		Aircraft flying in accordance with a national permit to fly.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
162	Air Navigation Order	23(5)	2009	Flying at night & not in accordance with VFR		Aircraft flying in accordance with a national permit to fly.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
163	Air Navigation Order	24(3)	2009	Flying a certificate of validation aircraft for the purpose of commercial air transport, public transport or aerial work.	Other than flying displays, practice, test, positioning, exhibition, demonstration.		SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
164	Air Navigation Order	25(1)	2009	Flying a non-EASA UK-registered aircraft which has a CofA where the aircraft is not maintained in accordance with the maintenance schedule.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
165	Air Navigation Order	25(2)	2009	Flying a non-EASA UK-registered commercial air transport, public transport or aerial work aircraft without a certificate of maintenance review.			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	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
167	Air Navigation Order	27(2)	2009	Failing to keep a technical log for non-EASA public transport of aerial work aircraft.			SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
168	Air Navigation Order	27(4)	2009	Failing to make entries in a technical log at the end of a flight.		Commander.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

169	Air Navigation Order	27(7)	2009	Failing to enter a certificate of release to service (CRS) in the technical log upon the rectification of a defect.		Person issuing	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
170	Air Navigation Order	27(8)	2009	Not carrying a technical log in the aircraft when required & not keeping a copy of entries on the 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
172	Air Navigation Order	28(2)	2009	Flying a non-EASA UK-registered aircraft which has a CofA where the aircraft is not maintained in accordance with the maintenance schedule.	Except as provided in Art29		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
173	Air Navigation Order	28(6) &(7)	2009	Installing or placing on board for use overhauled, modified, repaired or inspected equipment without a CRS.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
174	Air Navigation Order	32	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
175	Air Navigation Order	33(8)	2009	Exercising the privileges of an aircraft maintenance engineer's licence knowing or suspecting that his physical or mental condition renders him unfit to do so.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
176	Air Navigation Order	34(1)	2009	Failing to keep an aircraft, engine or propeller log book.		Non EASA UK- registered aircraft. 34(5): 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
178	Air Navigation Order	35(3)	2009	Failing to weigh & determine centre of gravity as required by CAA.	35(2): except EU- OPS aeroplane	Flying machine or glider which has a CofA	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
179	Air Navigation Order	35(4)	2009	Failing to prepare a weight schedule.		Operator.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
180	Air Navigation Order	35(5)	2009	Failing to preserve a weight schedule.	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	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
182	Air Navigation Order	38(1)	2009	Failing to install or stow, keep stowed or maintain & adjust equipment so as to be readily accessible & capable of being used.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
183	Air Navigation Order	38(2)	2009	Failing to indicate the position of equipment for emergency use by clear markings.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
184	Air Navigation Order	38(3)	2009	Failing to provide for each passenger or exhibit as permitted by the CAA a notice complying with Art 19(7) requirements.		Public transport aircraft registered in the UK	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
185	Air Navigation Order	38(5)	2009	Failing to install, stow, maintain, adjust equipment as not to be a source of danger.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
186	Air Navigation Order	39(1)	2009	Flight without radio communication & radio navigation equipment which complies with law of country of registration and which works.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
187	Air Navigation Order	39(7)	2009	Failing to maintain radio equipment in a serviceable condition in a UK-registered aircraft.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
188	Air Navigation Order	40	2009	Operating a VFR or IFR commercial air transport flight over routes requiring visual references unless equipped with notified requirements		EU-OPS operator	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
189	Air Navigation Order	41(4)	2009	Commencing a flight in a UK-registered aircraft where the required minimum equipment is not carried or is not in a fit condition	Except EU-OPS aeroplane on commercial air transport flight.		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
190	Air Navigation Order	42	2009	Flying without the number & description of flight crew required by the country of registration.			SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
191	Air Navigation Order	43(3)	2009	Flying a UK-registered aircraft without the number and description of flight crew required.	Except EU-OPS aeroplane on commercial air transport flight.		SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
192	Air Navigation Order	44	2009	Flying a UK-registered flying machine over 5700kg for the purpose of public transport with less than 2 pilots.			SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
193	Air Navigation Order	45(1)	2009	Flying a UK-registered aeroplane less than 5700kg for the purpose of public transport where required 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
194	Air Navigation Order	46(1)	2009	Flying a UK-registered helicopter less than 5700kg for the purpose of public transport where required 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
195	Air Navigation Order	47	2009	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 take-off.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

221	Air Navigation Order	87	2009	Failing to take all reasonable steps to satisfy himself before take-off that the flight can be safely completed.		Commander of flying machine.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
222	Air Navigation Order	88(1)	2009	Failing to take all reasonable steps before take-off to ensure that all passengers are familiar with emergency safety equipment.	Except flight under & in accordance with a police AOC or EU-OPS aeroplane on commercial air transport flight.	Commander of a UK-registered aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
223	Air Navigation Order	88(2)	2009	In an emergency during a flight, failing to take all reasonable steps to ensure that all passengers are instructed in the emergency action they should take.	Except flight under & in accordance with a police AOC or EU-OPS aeroplane on commercial air transport flight.	Commander of a UK-registered aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
224	Air Navigation Order	89(3)	2009	Failing to take all reasonable steps before take-off to ensure that all passengers are given a demonstration of the method of use of lifejackets.	Except flight under & in accordance with a police AOC or EU-OPS aeroplane on commercial air transport flight.	Commander of a flight for the purpose of public transport of passengers by UK-registered aircraft on a flight which is intended to reach a point more than 30mins flying time from the nearest land.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
225	Air Navigation Order	89(4)	2009	Failing to take all reasonable steps before take-off to ensure that all passengers are given a demonstration of the method of use of lifejackets.	Except flight under & in accordance with a police AOC. Except seaplanes.	Commander of a flight for the purpose of public transport of passengers by UK-registered aircraft required by Art 48(2) to carry cabin crew on a flight intended to proceed beyond gliding distance from land or required by Art 25(13) to carry cabin crew on	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
226	Air Navigation Order	89(7)	2009	Failing to take all reasonable steps before take-off to ensure that all passengers are given a demonstration of the method of use of lifejackets.	Except flight under & in accordance with a police AOC or EU-OPS aeroplane on commercial air transport flight.	Commander of a flight for the purpose of public transport of passengers by UK-registered seaplane.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
227	Air Navigation Order	90	2009	Failing to take all reasonable steps before take-off & before landing to ensure that the crew, passengers & baggage are secure.	Except flight under & in accordance with a police AOC or EU-OPS aeroplane on commercial air transport flight.	Commander of a flight for the purpose of public transport of passengers by UK-registered aircraft.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
228	Air Navigation Order	91	2009	Failing to take all reasonable steps to ensure that the method of use of oxygen has been demonstrated to all passengers or use.	Except flight under & in accordance with a police AOC or flight where pressure greater than 700 hectopascals is maintained.	Commander of a flight for the purpose of public transport of passengers by UK-registered aircraft	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
229	Air Navigation Order	92	2009	Failing to take all reasonable steps to ensure that the method of use of oxygen has been demonstrated to all passengers or use.	Except where pressure greater than 700 hectopascals is maintained.	Commander of a private or aerial work flight by UK- registered aircraft.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
230	Air Navigation Order	93(2)	2009	Failing to cause one pilot to remain at the controls at all times in flight.	Except EU-OPS aeroplane on commercial air transport flight	Commander of UK- registered flying machine or glider	SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
231	Air Navigation Order	93(3)	2009	Failing to cause both pilots to remain at the controls during take-off and landing.	Except EU-OPS aeroplane on commercial air transport flight	Commander of UK- registered flying machine required to carry 2 pilots.	SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
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	Commander of UK- registered flying 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
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
234	Air Navigation Order	93(6)	2009	Permitting a helicopter rotor to be turned under power for the purpose of flight without a person to act as PIC at the controls.		Operator	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
235	Air Navigation Order	94	2009	Failing to establish & maintain an accident prevention & flight safety programme.		Operator of UK- registered aircraft on public transport flight.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
236	Air Navigation Order	95(1)	2009	Permitting an aircraft to fly for the purpose of public 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
237	Air Navigation Order	95(2)	2009	Permitting a person to act as a member of the crew of a public transport flight who is not qualified or competent.		Operator of UK- registered aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
238	Air Navigation Order	95(3)	2009	Failing to maintain, produce, preserve or furnish specified records.		Operator.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
239	Air Navigation Order	95(4)	2009	Permitting a member of the flight crew to simulate emergency manoeuvres & procedures having reason to believe they will adversely effect the flight characteristics of the aircraft.		Operator of UK- registered aircraft on public passenger transport flight.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
240	Air Navigation Order	96(1)	2009	Permitting an aircraft to fly for the purpose of public transport without first being satisfied, using every 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
241	Air Navigation Order	96(2)	2009	Permitting an aircraft to fly for the purpose of public transport without first being satisfied, using every reasonable means, that landing places are suitable and such places are adequately staffed and equipped.		Operator of UK- registered aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

263	Air Navigation Order	109(2) (a)	2009	Conducting a Cat II, IIIA or IIIB approach or landing otherwise than in accordance with the terms of an approval to do so.		Private and aerial work aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
264	Air Navigation Order	109(2) (b)	2009	Taking-off when the RVR is less than 150m otherwise than in accordance with the terms of an approval to do so.		Private and aerial work aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
265	Air Navigation Order	109(4)	2009	Descending from a height of 1,000ft or more to less 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 landing.		Private and aerial work aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
266	Air Navigation Order	109(5) (a)	2009	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 established & maintained.		Private and aerial work aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
267	Air Navigation Order	109(5) (b)	2009	Descending below the relevant specified decision height when making a descent to an aerodrome where the specified visual reference for landing was not established & maintained.		Private and aerial work aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
268	Air Navigation Order	109(6)	2009	Failing to select an alternate aerodrome prior to take-off where the aircraft was required to be flown on IFR at the aerodrome of intended landing.		Private and aerial work aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
269	Air Navigation Order	109(7)	2009	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 exist at aerodrome of intended landing.		Private and aerial work aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
270	Air Navigation Order	109(8)	2009	Continuing a flight towards the aerodrome of intended landing when the available information indicates that the conditions will be below the specified aerodrome operating minima.		Private and aerial work aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
271	Air Navigation Order	110(2)	2009	Failing to be satisfied on reasonable grounds before take-off that the aircraft carries such equipment as the commander reasonably considers necessary to facilitate the survival of persons carried.	Art 110(3): having regard to the circumstances of the intended flight.	Commander of UK- registered private and aerial work aircraft.	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
273	Air Navigation Order	112(1)	2009	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 operate the radio station.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
274	Air Navigation Order	112(2)	2009	Failing to maintain a continuous radio watch by a member of the flight crew when in flight.		Aircraft required by ANO or EU-OPS to be equipped with radio communications equipment.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
275	Air Navigation Order	112(5)	2009	Failing to operate radio equipment in a manner instructed by ATC or as notified for the airspace when in flight.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
276	Air Navigation Order	112(6)	2009	Operating a radio station so as to cause interference 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
277	Air Navigation Order	112(7)	2009	Using a handheld microphone whilst the aircraft is flying in controlled airspace below FL150 or taking-off or landing.		Pilot & flight engineer of UK- registered flying machine on a flight for the purpose of public transport.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
278	Air Navigation Order	113(a)	2009	Failing to operate an airborne collision avoidance system in accordance with procedures.		Aircraft flight on which an airborne collision avoidance system is required to be carried.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
279	Air Navigation Order	114(2)	2009	Failing to be satisfied before commencing an ACAS equipped flight that every member of the flight crew has the specified training.		Commander of non- Art 113 aeroplanes.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

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	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
303	Air Navigation Order	128(3)	2009	Towing an article at night or when visibility is less than 1nm other than a glider.	Art 128(7): specific exclusions.	Aircraft in flight.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
304	Air Navigation Order	128(4)	2009	Exceeding the combination length of 150m for a towing aircraft, tow rope & article.	Art 128(7): specific exclusions.		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
305	Air Navigation Order	128(5)	2009	Flight over a congested area of a city, town or settlement when an article, person or animal is suspended from the helicopter.		Helicopter.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
306	Air Navigation Order	128(6)	2009	Carrying a passenger in a helicopter when an article, person or animal is suspended from the helicopter	Other than a passenger who has duties to perform or who has been picked-up/raised or is intended to be lowered by external means. Art 128(7): specific circumstances excluded.		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
307	Air Navigation Order	129(1)	2009	Dropping or permitting to drop articles or animals from an aircraft in flight so as to endanger persons or property.	Art 129(3): specific circumstances excluded. Art 129(4): C of A may make express provision.		SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
308	Air Navigation Order	129(2)	2009	Dropping or permitting to drop articles or animals to the surface from an aircraft flying over the UK.	Except with an Art 131 aerial application certificate. Art 129(3): specific circumstances excluded. Art 129(4): C of A may make express provision.		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
309	Air Navigation Order	130(1)	2009	Dropping, being dropped or being permitted to drop a person to the surface or jump from an aircraft flying over the UK other than under & in accordance with a police AOC or parachuting permission.	Art 130(9), (10), (11): specific circumstances excluded.		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
310	Air Navigation Order	130(2)	2009	Dropping, being dropped or being permitted to drop a person from an aircraft in flight so as to endanger persons or property.	Art 130(9), (10), (11): specific circumstances excluded.		SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
311	Air Navigation Order	130(4) (a)	2009	Using an aircraft for the purpose of dropping persons without a CofA with express provision & written permission from CAA.	Art 130(9), (10), (11): specific circumstances excluded.		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
312	Air Navigation Order	130(4) (b)	2009	Using an aircraft for the purpose of dropping persons other than under & in accordance with a police AOC.	Art 130(9), (10), (11): specific circumstances excluded.		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
313	Air Navigation Order	130(5)	2009	Failing to make available a parachuting manual when requested to do so by the CAA		Applicant for & holder of a parachuting permission.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
314	Air Navigation Order	130(6)	2009	Failing to make amendments or additions to a parachuting manual when required to do so by the CAA.		Applicant for & holder of a parachuting permission.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
315	Air Navigation Order	130(7)	2009	Failing to make a parachuting manual available to every person or employee who is or may engage in parachuting activities conducted by him.		Holder of a parachuting permission.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
316	Air Navigation Order	131(1)	2009	Using an aircraft for dropping of articles for the purpose of agriculture, horticulture, forestry or training for such purposes, other than under an in accordance with an aerial application certificate.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
317	Air Navigation Order	131(4)	2009	Failing to make available an aerial application manual to the CAA upon application.		Applicant for & holder of an aerial application certificate.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
318	Air Navigation Order	131(5)	2009	Failing to make available an aerial application manual to a member of operating staff upon grant.		Applicant for & holder of an aerial application certificate.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
319	Air Navigation Order	131(7)	2009	Failing to make amendments or additions to an aerial application manual when required to do so by the CAA.		Holder of an aerial application certificate.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
321	Air Navigation Order	133(2)	2009	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 commander in writing before the flight commences.	Art 135: excluding flights under & in accordance with police AOC & non- UK registered aircraft & may be lawfully carried in that country.	Aircraft other than EU-OPS aeroplane on commercial air transport flight.	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
322	Air Navigation Order	133(3)	2009	Carrying on an aircraft a sporting weapon or munition of war in a compartment or apparatus to which the public has access.	Art 135: excluding flights under & in accordance with police AOC & non- UK registered aircraft & may be lawfully carried in that country.	Aircraft other than EU-OPS aeroplane on commercial air transport flight.	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
323	Air Navigation Order	134(1)	2009	Carrying on an aircraft a sporting weapon or 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 specific conditions complied with. Suspending or causing t	Art 135: excluding flights under & in accordance with police AOC & non- UK registered aircraft & may be lawfully carried in that country.	Person	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

324	Air Navigation Order	137	2009	Recklessly or negligently acting in a manner likely to endanger an aircraft or any person therein.		TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
325	Air Navigation Order	137	2009	Reckless or negligently causing or permitting an 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	L5	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
327	Air Navigation Order	139(2)	2009	Being under the influence of drink or a drug when acting as a member of flight crew to such an extent 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
329	Air Navigation Order	140(2)	2009	Smoking in a compartment of an aircraft when smoking is prohibited by notice	UK-registered aircraft.	SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
330	Air Navigation Order	141	2009	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 & regularity of air navigation.		SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
331	Air Navigation Order	142(a)	2009	Using threatening, abusive or insulting words towards a member of the crew of an aircraft.		SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
332	Air Navigation Order	142(b)	2009	Behaving in a threatening, abusive, insulting or disorderly manner towards a member of the crew of an aircraft.		SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
333	Air Navigation Order	142(c)	2009	Intentionally interfering with the performance by a member of the crew of an aircraft of his duties.		TEW	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
334	Air Navigation Order	143	2009	Secreting for the purpose of being carried on an aircraft without consent.		SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
335	Air Navigation Order	145(1) (a)	2009	Causing or permitting an aircraft to make a flight without an established scheme for the regulation of flight times for every member of flight crew.	Operator of UK- registered aircraft on a public transport flight or operated by the holder of a national AOC.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
336	Air Navigation Order	145(1) (b)	2009	Causing or permitting an aircraft to make a flight without an CAA approved scheme for the regulation of flight times for every member of flight crew.	Operator of UK- registered aircraft on a public transport flight or operated by the holder of a national AOC.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
337	Air Navigation Order	145(1) (c)	2009	Causing or permitting an aircraft to make a flight without the scheme for the regulation of flight times being incorporated into the operations manual or in a document made available to every person flying as a member of the crew,	Operator of UK- registered aircraft on a public transport flight or operated by the holder of a national AOC.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
338	Air Navigation Order	145(1) (d)	2009	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 relation to every person flying as a member of its crew.	Operator of UK- registered aircraft on a public transport flight or operated by the holder of a national AOC.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
339	Air Navigation Order	145(2)	2009	Causing or permitting a person to fly as a member of the crew knowing or having reason to believe that the person is suffering from or is likely to suffer from such fatigue as may endanger the safety of the aircraft or its occupants.	Operator of UK- registered aircraft on a public transport flight or operated by the holder of a national AOC.	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
340	Air Navigation Order	145(3)	2009	Causing or permitting a person to fly as a member of the crew not having in his possession an accurate & up-to-date record showing flight times & functions in respect of the preceding 28 days.	Operator of UK- registered aircraft on a public transport flight or operated by the holder of a national AOC.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
341	Air Navigation Order	145(4)	2009	Failing to preserve a record of flight times & functions for 12 months after the flight,	Subject to Art 159. Operator of UK- registered aircraft on a public transport flight or operated by an air transport undertaking.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
342	Air Navigation Order	146(1)	2009	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 the safety of aircraft or its occupants.		TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
343	Air Navigation Order	146(2)	2009	Acting as a member of the crew of an aircraft having not ensured that the operator is aware of his flight times during the preceding 28 days.		SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
344	Air Navigation Order	147(1)	2009	Acting as a member of the crew of a UK- registered aircraft when the aggregate of all his previous flight 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

345	Air Navigation Order	148(1) (a)	2009	Failing to take appropriate measures to assess exposure to cosmic radiation.		Relevant undertaking.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
346	Air Navigation Order	148(1) (b)	2009	Failing to take appropriate measures to take into account assessed exposures when organising work schedules.		Relevant undertaking.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
347	Air Navigation Order	148(1) (c)	2009	Failing to take appropriate measures to inform workers concerned of the health risks their work involves.		Relevant undertaking.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
348	Air Navigation Order	148(2)	2009	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 & unlikely to exceed 1 millSievert during the remainder of the pregnancy.		Relevant undertaking notified in writing of the pregnancy. 'Air crew' defined.	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
349	Air Navigation Order	149	2009	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 ensure compliance by the crew		Operator of EU- OPS aeroplane on commercial air transport flight.			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
350	Air Navigation Order	150(1)	2009	Flight without carrying the documents required by country of registration.	150(4); except local flights.		SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
351	Air Navigation Order	150(2)	2009	Failing to carry Schedule 9 documents when in flight.	150(3); except EU- OPS aeroplane on commercial air transport flight.150(4); except 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
353	Air Navigation Order	151(2)	2009	Failing to produce cosmic radiation exposure records within a reasonable time after being requested to do so by an authorised person.		Relevant undertaking.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
354	Air Navigation Order	151(3)	2009	Failing to supply a copy of produce cosmic radiation exposure records within a reasonable time after being requested to do so by the person in respect of whom the record is kept.		Relevant undertaking.	TEW	L5	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
355	Air Navigation Order	152(1)	2009	Failing to use a flight data recorder, cockpit voice recorder or a combination required by Sch 4 to be carried.		Aeroplane.	SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
356	Air Navigation Order	152(2)	2009	Failing to use a flight data recorder, cockpit voice recorder or a combination required by Sch 4 to be carried.		Helicopter.	SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
357	Air Navigation Order	153(1) (a)	2009	Failing to preserve the last 25hrs of recording made 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
358	Air Navigation Order	153(1) (b)	2009	Failing to preserve a record of a representative flight 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
359	Air Navigation Order	154(2)	2009	Failing to preserve the last 8hrs of recording of a flight data recorder required by Sch 4 to be carried.	Subject to Art 159.	Operator of a helicopter.	SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
360	Air Navigation Order	155(2)	2009	Failing to preserve the last 8hrs of recording of a combined cockpit voice recorder/flight data recorder required by Sch 4 to be carried.	Subject to Art 159.	Operator of a helicopter.	SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
361	Air Navigation Order	156(1)	2009	Failing to produce specified documents within a reasonable time after being requested to do so by an authorised person		Commander.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
362	Air Navigation Order	156(2)	2009	Failing to cause to be produced Art 156(3) specified documents within a reasonable time after being 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
363	Air Navigation Order	156(4)	2009	Failing to cause to be produced a licence including a certificate of validation within a reasonable time after being requested to do so by an authorised person.		ANO licence holder.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
364	Air Navigation Order	156(5)	2009	Failing to cause to be produced a personal flying log book within a reasonable time after being requested to do so by an authorised person within a period of 2 years of the last entry.		Person required by Art 35 to keep a personal flying log book.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
365	Air Navigation Order	157	2009	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 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

366	Air Navigation Order	159(2)	2009	Failing to preserve documents or records.		Operator required by ANO to preserve records or documents who ceases to be the operator or legal representative thereof in the event of death.	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
367	Air Navigation Order	159(4)	2009	Failing to deliver upon demand certificates of maintenance review & release to service, log books, weight schedule, flight recorder data records to a person who becomes the operator of an aircraft		Operator or personal representative.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
368	Air Navigation Order	159(5)	2009	Failing to deliver upon demand to a person who is 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 propeller.		Operator or personal representative.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
369	Air Navigation Order	159(6)	2009	Failing to deliver upon demand flight crew member records to a person who is an operator of a UK-registered public transport aircraft.		Operator or personal representative.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
371	Air Navigation Order	160(5)	2009	Failing to notify CAA of departure from Rules within 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
375	Air Navigation Order	162(1)	2009	Acting as the organiser of a flying display without the permission of the CAA.	160(15), (16), (18): exceptions for MOD aerodromes, military aircraft, balloon-only displays, aircraft race/contest.		SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
376	Air Navigation Order	162(2) (a)	2009	Failing to take all reasonable steps before he participates to satisfy himself that the fly display director has been granted permission.		Commander of an aircraft intending to participate in a flying display.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
377	Air Navigation Order	162(2) (b)	2009	Failing to take all reasonable steps before he participates to satisfy himself that the flight can comply with any relevant conditions of the permission.		Commander of an aircraft intending to participate in a flying display.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
378	Air Navigation Order	162(2) (c)	2009	Failing to take all reasonable steps before he participates to satisfy himself that the pilot has been granted the appropriate pilot display authorisation.		Commander of an aircraft intending to participate in a flying display.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
379	Air Navigation Order	162(3)	2009	Failing to comply with the conditions of a permission.		Commander of an aircraft participating in a flying display for which permission has been granted.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
380	Air Navigation Order	162(4)	2009	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 with the conditions of a pilot display au			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
381	Air Navigation Order	162(5)	2009	Permitting a person to act as pilot of an aircraft which participates in a flying display when such person does not hold an appropriate pilot display authorisation.		Flying display director.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
382	Air Navigation Order	162 (17)	2009	Permitting a military aircraft to participate in a flying display other than in compliance with specified conditions subject to which permission has been granted.		Flying display director.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
383	Air Navigation Order	163(3)	2009	Flying within 60m of vessel, vehicle or structure without permission.		Balloon in captive or tethered flight.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
384	Air Navigation Order	163(3) (a)	2009	Flying within an aerodrome traffic zone without permission.		Balloon in captive flight.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
385	Air Navigation Order	163(3) (b)	2009	Flying at a height of more than 60m agl without 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
387	Air Navigation Order	163(5) (a)	2009	Flying in free controlled flight during the day and in VMC	Except during the day & in visual meteorological conditions.	Controllable balloon	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
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
389	Air Navigation Order	163(6) (b)	2009	Flying within an aerodrome traffic zone of a notified aerodrome without permission.		Controllable balloon in tethered flight.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
390	Air Navigation Order	163(7)	2009	Flying without being securely moored. Flying without being left unattended.	Unless fitted with device ensuring automatic deflation.	Balloon in captive flight.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

416	Air Navigation Order	170	2009	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 perform his duties.		Holder of an air traffic control approval.	SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
417	Air Navigation Order	171(a)	2009	Providing an ATC service other than in accordance with standards & procedures specified in a manual of air traffic services			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
418	Air Navigation Order	171(b)	2009	Providing an ATC service without producing a manual of air traffic services to the CAA within a reasonable time after a request for production.			SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
419	Air Navigation Order	171(c)	2009	Providing an ATC service without making amendments or additions to the manual of air traffic service as required.			SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
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.		Person in charge of an aerodrome, other than govt. aerodrome, with specified equipment.	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
421	Air Navigation Order	172(b)	2009	Not providing an approach control service during the notified periods & times		Person in charge of an aerodrome, other than govt. aerodrome, with specified equipment.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
422	Air Navigation Order	173(5)	2009	Not providing a service or means in accordance with an air traffic direction.		Person directed.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
423	Air Navigation Order	174(4)	2009	Not providing a service in accordance with an airspace policy direction.		Person directed.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
424	Air Navigation Order	175	2009	Causing or permitting a call sign to be used for a purpose other than the notified purpose.		Person in charge of an aerodrome with 2-way radio communication.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
425	Air Navigation Order	177(1)	2009	Acting as an air traffic controller or holding himself out as a person who may so act without holding or complying with the requirements.	179: exceptions		TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
426	Air Navigation Order	178(1)	2009	Acting as a student air traffic controller or holding himself out as a person who may so act without holding or complying with the requirements.	179: exceptions		TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
427	Air Navigation Order	189(1)	2009	Failing to inform the air navigation service provider 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
428	Air Navigation Order	189(2)	2009	Failing to notify that he has ceased to act as an air 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
430	Air Navigation Order	192(1) (a)	2009	Not informing the CAA in writing as soon as possible of a personal injury or illness involving incapacity throughout a period of 20 days		Holder of an air traffic controller's licence.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
432	Air Navigation Order	193	2009	Acting as an air traffic controller knowing or suspecting he is suffering from or likely to suffer from such fatigue as may endanger the safety or aircraft			TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
433	Air Navigation Order	194(1)	2009	Acting as an air traffic controller or student air traffic controller whilst under the influence of drink or a drug to such an extent as to impair his capacity to so act.			TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
434	Air Navigation Order	195	2009	Acting as an air traffic controller or student air traffic controller having failed last examination, assessment or test.			SO	L3	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
435	Air Navigation Order	198(1)	2009	Providing training without being a certified training provider.			SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
436	Air Navigation Order	199	2009	Failing to produce any record or document required by and when requested to do so by an authorised person within a reasonable time.		Certified training provider.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
437	Air Navigation Order	202(1) (a)	2009	Acting as a flight information service officer or holding out as a person who may so act without being the holder of & complying with the terms of a FISO's licence.			SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
438	Air Navigation Order	202(1) (b)	2009	Acting as a FISO without identifying himself in the notified manner.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
439	Air Navigation Order	204(a)	2009	Providing a flight information service other than in accordance with standards & procedures specified in a manual of air traffic services.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
440	Air Navigation Order	204(b)	2009	Providing a flight information service without producing a manual of air traffic services to the CAA within a reasonable time after a request for production.			SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No

441	Air Navigation Order	204(c)	2009	Providing a flight information service without making amendments or additions to the manual of air traffic service as required.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
442	Air Navigation Order	205(1)	2009	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 granted to the person in charge of the equipment.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
443	Air Navigation Order	205(3)	2009	Failing to notify the type & availability of operation of a service that is available to aircraft.		Person in charge of an aeronautical radio station at an aerodrome for which a 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)	2009	Failing to keep equipment records. Failing to preserve equipment records.		Person in charge of air traffic service equipment.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	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
446	Air Navigation Order	206(4)	2009	Failing to ensure that the apparatus is capable of recording & replaying		Person in charge of air traffic service equipment in respect of which	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
447	Air Navigation Order	206(5) (a)	2009	Failing to ensure that the apparatus is in operation at all times when the equipment is being used.		Person in charge of air traffic service equipment in respect of which recording apparatus is required.	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
448	Air Navigation Order	206(5) (b)	2009	Failing to ensure that each record complies with Part B Schedule 12 requirements.		Person in charge of air traffic service equipment in respect of which recording apparatus is required.	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
449	Air Navigation Order	206(5) (c)	2009	Causing or permitting apparatus to be used without CAA approval.		Person in charge of air traffic service equipment in respect of which recording apparatus is required.	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
450	Air Navigation Order	206(5) (d)	2009	Failing to comply with the terms of an approval.		Person in charge of air traffic service equipment in respect of which recording apparatus is required.	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
451	Air Navigation Order	206(8)	2009	Failing to ensure a Part B Schedule 12 compliant record is kept or summary recorded where the 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
452	Air Navigation Order	206(9)	2009	Failing to ensure apparatus is rendered serviceable as soon as reasonably practicable		Person in charge of the air traffic service equipment.	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
453	Air Navigation Order	206 (10)	2009	Failing to preserve records		Person in charge of the air traffic service equipment.	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
454	Air Navigation Order	206 (12)	2009	Failing to preserve records having ceased to be a 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
455	Air Navigation Order	206 (14)	2009	Failing to deliver records to person becoming the person in charge of air traffic service equipment.					Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
456	Air Navigation Order	206 (15)	2009	Failing to produce a record within a reasonable time after being requested to do so by an authorised person.		Person in charge of the air traffic service equipment.			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
457	Air Navigation Order	207(1)	2009	Taking-off or landing in the UK other than at a licensed aerodrome, or at a government aerodrome notified as available or with permission, & in accordance with any applicable conditions.	208(5): Except under & in accordance with police AOC.	208: specifies flights to which applicable.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
458	Air Navigation Order	208A (1)	2009	Permitting an aircraft to take-off or land at an unlicensed aerodrome without being satisfied on reasonable grounds that the aerodrome has adequate facilities for the safe conduct of the flight.		Operator of unlicensed aerodrome.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
459	Air Navigation Order	208A (2)	2009	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 for the safe conduct of such flights		Commander	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
460	Air Navigation Order	209(1)	2009	Failing to operate such lighting as will enable a public transport passenger helicopter flight to identify the landing area, determine the landing direction, to make a safe approach & landing, & make a safe take-off.		Person in charge of area of UK intended to be used for taking-off or landing or helicopters at night	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
461	Air Navigation Order	209(2)	2009	Taking-off or landing at a place without 126(3)(a) lighting in operation.		Public transport passenger helicopter flight at night.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
462	Air Navigation Order	211(3)	2009	Failing to furnish on request information concerning 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

463	Air Navigation Order	211(4)	2009	Contravening, or causing or permitted contravention of, a condition of the aerodrome licence in relation 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
464	Air Navigation Order	211(5)	2009	Failing to take all reasonable steps to secure the aerodrome & airspace within which its visual traffic pattern is contained are safe at all times for use by aircraft.		Holder of an aerodrome licence	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
465	Air Navigation Order	211(8) (a)	2009	Failing to furnish the CAA amendments or additions to the aerodrome manual before or immediately 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
466	Air Navigation Order	211(8) (b)	2009	Failing to make additions or amendments to the 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	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
468	Air Navigation Order	211(9)	2009	Failing to make the aerodrome manual available to 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
469	Air Navigation Order	211 (10)(a)	2009	Failing to take all reasonable steps to secure that each member of the aerodrome staff is aware of the relevant contents of the aerodrome manual		Holder of an aerodrome licence	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
470	Air Navigation Order	211 (10)(b)	2009	Failing to take all reasonable steps to secure that each member of the aerodrome staff undertakes his duties in conformance with the relevant provisions of the aerodrome manual		Holder of an aerodrome licence	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
471	Air Navigation Order	212(4)	2009	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 transport of passengers or instruction in flying.		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	Failing to supply information to the Secretary of State		Holder of a public use licence.	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
473	Air Navigation Order	214	2009	Failing to cause the aerodrome & all of its air navigation facilities to be available for use by aircraft registered in other Contracting States, or Commonwealth on same terms as UK-registered aircraft.		Person in charge of any aerodrome in the UK which is open to public use.	SO	L3	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
474	Air Navigation Order	214A (3)	2009	Obstructing or interfering with a member of the Rescue & Fire Fighting Service at a licence aerodrome.			SO	L3	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
475	Air Navigation Order	217(1) (a)	2009	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 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
476	Air Navigation Order	217(1) (b)	2009	Causing or permitting fuel to be delivered to or from the installation to an aircraft not being satisfied that the installation is marked in an appropriate manner	217(3): except fuel removed from aircraft.	Aviation fuel installation manager.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
477	Air Navigation Order	217(1) (c)	2009	Causing or permitting fuel to be delivered to or from the installation to an aircraft not being satisfied that 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
478	Air Navigation Order	217(2)	2009	Causing or permitting fuel to be dispensed to an aircraft not being satisfied as a result of sampling that the fuel is fit for use.		Aviation fuel installation manager.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
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.		Aviation fuel installation manager			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
481	Air Navigation Order	217(5) (b)	2009	Failing to produce written records to an authorised person within a reasonable time after being requested to do so.		Aviation fuel installation manager			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
482	Air Navigation Order	217(6)	2009	Causing or permitting fuel to be dispensed for use in an aircraft knowing or having reason to believe that the fuel is not fit for use.			TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
483	Air Navigation Order	218(1)	2009	Establishing, maintaining or altering an aeronautical beacon or aeronautical ground light without permission.			SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
484	Air Navigation Order	218(3)	2009	Intentionally or negligently damaging or interfering with an aeronautical ground light.			SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	Yes
485	Air Navigation Order	219(1)	2009	Failing to ensure that an en-route obstacle is fitted with required lights.		Person in charge of an en-route obstacle.			Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

486	Air Navigation Order	219(2)	2009	Failing to ensure that the required lights on an en-route obstacle are displayed at night.		Person in charge of an en-route obstacle.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
487	Air Navigation Order	219(3)	2009	Failing to repair or replace a failed light as soon as 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
489	Air Navigation Order	220(2)	2009	Failing to ensure that a wind turbine generator is fitted with at least one medium intensity steady red light the required lights.		Person in charge of a wind turbine generator in UK waters.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
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	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
491	Air Navigation Order	220(6)	2009	Failing to ensure that the required lights are displayed at night.		Person in charge of a wind turbine generator in UK waters.	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
492	Air Navigation Order	221(1) (a)	2009	Exhibiting a light which by reason of its glare is liable to endanger aircraft taking- off or landing at an aerodrome.		In the UK.	SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
493	Air Navigation Order	221(1)(b)	2009	Exhibiting a light which by reason of its liability to be mistaken for a aeronautical ground light is liable to 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	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
496	Air Navigation Order	223(1)	2009	Taking on board or discharging passengers or cargo in the UK where valuable consideration is given or promised in respect of the carriage of such persons or cargo without permission.	223(3): EU operator exemptions	Non-UK registered aircraft.	TEW	L5	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
497	Air Navigation Order	223(4)	2009	Holding out as a person who may offer to take on board or discharge passengers or cargo in the UK for valuable consideration without permission.		Operator or charterer of an aircraft	TEW	L5	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
498	Air Navigation Order	224(1)	2009	Failing to file the proposed tariff with the CAA		Operator or charter of aircraft with Art 138 permission containing a tariff provision.	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
499	Air Navigation Order	225(1)	2009	Flight over UK for the purpose of aerial photography, aerial survey, aerial work without permission.		Non-UK registered aircraft.	TEW	L5	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
500	Air Navigation Order	226(5)	2009	Failing to report to the CAA an occurrence which endangers or which, if not corrected would engender an aircraft, its occupants or other person.		Persons listed in	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
501	Air Navigation Order	226(8)	2009	Making a report knowing or having reason to believe 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
502	Air Navigation Order	227(1)	2009	Failing to report an in-flight UK bird strike to the CAA as required.	227(3): unless has reason to believe someone else has or will make the report.	Commander.	SO	L4	Alternative for Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
503	Air Navigation Order	227(4)	2009	Making a bird strike report knowing or having reason to believe the report is false in any particular .			SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	Yes	No	No
504	Air Navigation Order	228(3)	2009	Failing to surrender to the CAA a licence, which has been revoked, suspended or varied within a reasonable time after being required to do so.		Holder or person having possession or custody.			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
505	Air Navigation Order	228(7)	2009	Failing to surrender to the Secretary of State a permit which has been revoked, suspended or varied within a reasonable time after being required to do so.		Permit holder or person having possession or custody.			Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
506	Air Navigation Order	231(1) (a)	2009	Using a certificate, licence, approval, permission, exemption or other required document which has been forged, altered, revoked or suspended with intent to deceive.		Persons listed	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
507	Air Navigation Order	231(1) (b)	2009	Lending a certificate, licence, approval, permission, exemption or other required document to another person with intent to deceive. Allowing a certificate, licence, approval, permission, exemption or other required document to be used by another person		Persons listed	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
508	Air Navigation Order	231(1) (c)	2009	Making a No representation for the purpose of procuring for himself or another a certificate, licence, approval, permission, exemption or other document with intent to deceive.		Persons listed	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
509	Air Navigation Order	231(3)	2009	Intentionally damaging, altering or rendering illegible any log book or other required record or entry.		Persons listed	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
510	Air Navigation Order	231(4) (a)	2009	Knowingly making or procuring & assisting in the making of a No entry or material omission from any log book or other required record.		Persons listed	TEW	L5	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No

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
512	Air Navigation Order	231(6)	2009	Knowingly making an entry in a load sheet which is incorrect in a material particular. Knowingly making 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.		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
515	Air Navigation Order	[232 (3)	2009	Power of authorised person to direct operator or commander of aircraft not to permit aircraft to fly.]	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	Power of authorised person to direct third- country 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
518	Air Navigation Order	[237 (1)	2009	Power of Secretary of State to direct provision of data.	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	Intentionally obstructing or impeding a person exercising a power or duty.		Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
520	Air Navigation Order	Part A of schedule 13	2009	21A.61 -Instructions for the continued airworthiness by the holder of type certificate or restricted type certificate	Delay	Persons listed	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
					The availability of some manual or portion of the instructions,											
521	Air Navigation Order	Art 241(5)	2009	21A.120 - Instructions for continued airworthiness by supplemental type certificate holder.	Delay	Persons listed	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
					Availability of some manual or											
522	Air Navigation Order	Art 241(5)	2009	21A.130 - Requirement for statement of conformity	Requirements for statement of conformity	Persons listed	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
					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; 2. For e											
523	Air Navigation Order	Art 241(5)	2009	21A.147 - Approval of changes to the approved production organisation	Competent Authority Conditions	Persons listed	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
					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											
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 that airworthiness certificate has been issued upon request by the competent authority of the Member State of registry.		Persons listed	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
525	Air Navigation Order	Art 241(5)	2009	21A.439 -Failure to manufacture parts and appliances for repair, in accordance with production data based upon necessary design data as provided by the repair design approval holder.	An approval holder:(a) Under Subpart F, or(b) By an organisation appropriately approved in accordance with Subpart G, or (c) By an appropriately approved maintenance organisation.	Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
526	Air Navigation Order		2009	21A.107 - Variation to instructions for continued airworthiness by the holder of a minor change 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	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No

528	Air Navigation Order	Art 241(5)	2009	21A.721- Failure of the holder of, or the applicant for, a permit to fly to provide access to the aircraft concerned at the request of the Competent Authority.		Persons listed	SO	L3	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
529	Air Navigation Order		2009	21A.729 - Record keeping by the holder of the 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
531	Air Navigation Order		2009	M.A.307 Transfer of aircraft continuing airworthiness 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
535	Air Navigation Order	Art 241(5)	2009	M.A.402 - Failure to carry out an independent inspection after any flight safety sensitive maintenance task unless otherwise specified by Part-145 or agreed by the competent authority.	Guidance for maintenance. All maintenance shall be performed using the tools, equipment and material specified in the M.A.401 maintenance data unless otherwise specified by Part-145. Where necessary, tools and equipment shall be controlled and calibrate	Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
536	Air Navigation Order	Art 241(5)	2009	M.A.402(f) - After completion of all maintenance, failure to carry out a general verification to ensure the aircraft or component is clear of all tools, equipment and any other extraneous parts and material, and that all access panels removed have been refitted	Guidance for maintenance. All maintenance shall be performed using the tools, equipment and material specified in the M.A.401 maintenance data unless otherwise specified by Part-145. Where necessary, tools and equipment shall be controlled and calibrate	Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
537	Air Navigation Order	Art 241(5)	2009	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 marked in accordance with Part 21 Subpart Q, unless otherwise specified in Annex (Part-21) to Regulate		Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
538	Air Navigation Order	Art 241(5)	2009	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 modification and/or airworthiness directive configurate		Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
539	Air Navigation Order	Art 241(5)	2009	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 standard part is not accompanied by evidence of conformity traceable to the applicable standard.		Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
540	Air Navigation Order	Art 241(5)	2009	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 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 documentation clearly relating to the particular material and containing a conformity to specification statement plus both the manufacturing and supplier source.	All material must be accompanied by documentation clearly relating to the particular material and containing a conformity to specification statement plus both the manufacturing and supplier source.	Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
541	Air Navigation Order	Art 241(5)	2009	M.A.502 - Failure of appropriately approved maintenance organisations to conduct maintenance of components in accordance with Section A, Subpart F of this Annex (Part M) or with Annex II (Part-145) (Except for components referred to in point 21A.307)		Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
542	Air Navigation Order	Art 241(5)	2009	M.A.504(b) - Failure to identify unserviceable components and store them in a secure location under the control of an approved maintenance organisation until a decision is made on the future status of such component	b) For aircraft not used in commercial air transport other than large aircraft, the person or organisation that declared the component unserviceable may transfer its custody, after identifying it as unserviceable, to the aircraft owner provided that such transfer is reflected in the aircraft logbook or engine logbook or component logbook.	Persons listed	SO	L3	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

580	Air Navigation Order	Art 241(6)	2009	M.A.306(b) - Failure by an operator to ensure that the aircraft technical log system and any subsequent amendment shall be approved by the competent authority.		Persons listed	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
581	Air Navigation Order	Art 241(6)	2009	M.A.306(c) - (c) Failure by an operator to ensure that the aircraft technical log is retained for 36 months after the date of the last entry.		Persons listed	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
582	Air Navigation Order	Art 241(6)	2009	M.A.708(a) - Failure to carry out all continuing airworthiness management according to the prescriptions of M.A Subpart C.		Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
583	Air Navigation Order	Art 241(6)	2009	M.A.708(b) - For every aircraft managed, failure by the approved continuing airworthiness management organisation to: 1. develop and control a maintenance programme for the aircraft managed including any applicable reliability programme, 2. Present the aircraft maintenance programme and its amendments to the competent authority for approval, unless covered by an indirect approval procedure in accordance with point M.A.302(c), and provide a copy of the programme to the owner of aircraft not involved in commercial air transport, 3. manage the approval of modification and repairs, 4. ensure that all maintenance is carried out in accordance with the approved maintenance programme and released in accordance with M.A. Subpart H, 5. ensure that all applicable airworthiness directives and operational directives with a continuing airworthiness impact, are applied, 6. ensure that all defects discovered during scheduled maintenance or reported are corrected by an appropriately approved maintenance organisation, 7. ensure that the aircraft is taken to an appropriately approved maintenance organisation whenever necessary, 8. coordinate scheduled maintenance, the application of airworthiness directives, 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 reflects the current status of the aircraft.		Persons listed	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
584	Air Navigation Order	Art 241(6)	2009	M.A.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 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
585	Air Navigation Order	Art 241(6)	2009	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 propeller flying hours and associated flight cycles	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 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.	Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
586	Air Navigation Order		2009	M.A.710(b) - Failure by the approved continuing airworthiness management organisation to ensure that its review staff shall carry out a physical survey of the aircraft.	For this survey, airworthiness review staff not appropriately qualified to Annex III (Part-66) shall be assisted by such qualified personnel.	Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

587	Air Navigation Order	Art 241(6)	2009	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 aircraft and the paragraph (a) documented review of records.		Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
588	Air Navigation Order	Art 241(6)	2009	M.A.710(f) - Failure to send a copy of any airworthiness review certificate issued or extended for an aircraft to the Member State of Registry of that aircraft within 10 days.		Persons listed	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
589	Air Navigation Order	Art 241(6)	2009	M.A.710 (g) - Sub-contracting an airworthiness review task. 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 organisation identifying the condition to which the review r		Persons listed	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
590	Air Navigation Order	Art 241(6)	2009			Persons listed	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
591	Air Navigation Order	Art 241(6)	2009	145.A.50(a) - The issuing of a certificate of release to service by appropriately authorised certifying staff on behalf of the organisation when -it has not been verified that all maintenance ordered has been properly carried out by the organisation	145.A50(e) By derogation to paragraph (a), when the organisation is unable to complete all maintenance ordered, it may issue a certificate of release to service within the approved aircraft limitations. The organisation shall enter such fact in the aircraft	Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
592	Air Navigation Order	Art 241(6)	2009	145.A.50(a) - The issuing of a certificate of release to service by appropriately authorised certifying staff on behalf of the organisation when there are non-compliances which are known that hazard seriously the flight safety.	145.A50(e) By derogation to paragraph (a), when the organisation is unable to complete all maintenance ordered, it may issue a certificate of release to service within the approved aircraft limitations. The organisation shall enter such fact in the aircraft	Persons listed	SO	L4	Not Suitable for Civil Sanctions	No	No	No	No	No	No	No
593	Air Navigation Order	Art 241(6)	2009	145.A.50(b) - Failure to issue a certificate of release to service before flight at the completion of any maintenance.		Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
594	Air Navigation Order	Art 241(6)	2009	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 declines to have such maintenance carried out under this paragraph, paragraph (e) is applicable.	In the case where the aircraft operator declines to have such maintenance carried out under this paragraph, paragraph (e) is applicable.	Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
595	Air Navigation Order	Art 241(6)	2009	145.A.50(d) - Failure to issue a certificate of release to service at the completion of any maintenance on a component whilst off the aircraft..	The authorised release certificate or airworthiness approval tag identified as EASA Form 1 in Appendix I to this Part constitutes the component certificate of release to service. When an organisation maintains a component for its own use, an EASA Form 1	Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
596	Air Navigation Order	Art 241(6)	2009	145.A.55(a) - Failure by the organisation to record all details of maintenance work carried out.	As a minimum, the organisation shall retain records necessary to prove that all requirements have been met for issuance of the certificate of release to service, including subcontractor's release documents.	Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
597	Air Navigation Order	Art 241(6)	2009	145.A.55(b) - Failure by the organisation to provide a copy of each certificate of release to service to the aircraft operator, together with a copy of any specific approved repair/modification data used for repairs/modifications carried out.		Persons listed	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No

598	Air Navigation Order	Art 241(6)	2009	145.A.55(c) - Failure by the organisation to retain a copy of all detailed maintenance records and any associated maintenance data for two years from the date the aircraft or component to which the work relates was released from the organisation.	1. 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.	Persons listed	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	No	Yes	Yes	Yes	No
599	Air Navigation Order	Art 241(6)	2009	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 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)	2009	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 reported		Persons listed	SO	L4	Civil Sanctions Preferable to Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
601	Air Navigation Order	Art 241(6)	2009	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 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.		Persons listed	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
603	Air Navigation Order	Art 241(6)	2009	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 identifying the condition to which the 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)	2009	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
605	Air Navigation Order	Art 241(7)	2009	M.A.201(d) - Failure by the pilot-in-command or, in the case of commercial air transport, the operator to ensure the satisfactory accomplishment of the pre-flight inspection.	This inspection must be carried out by the pilot or another qualified person but need not be carried out by an approved maintenance organisation or by Part-66 certifying staff.	Persons listed	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
606	Air Navigation Order	Art 241(7)	2009	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		Persons listed	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
607	Air Navigation Order	Art 241(7)	2009	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

630	The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 No.1735	Art 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
631	The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 No.1735	Art 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
632	The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 No.1735	Art 11(2)(a)		Provision of services within airspace contrary to notified terms – Art 4(b)	Persons listed	TEW		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
633	The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 No.1735	Art 11(3)(b)		Failure to comply with obligations under designation – Art 9 SPR	Persons listed	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
634	The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 No.1735	Art 11(4)(b)		Failure to provide EC DoC for constituents – Art 5.2 IOPR	Persons listed	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
635	The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 No.1735	Art 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
636	The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 No.1735	Art 11(4)(d)		Failure to submit DoV with technical file - Art 6.2 IOPR	Persons listed	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
637	The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 No.1735	Art 11(4)(e)		Failure to provide additional interoperability information – Art 6.2 IOPR	Persons listed	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
638	The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 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
639	The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 No.1735	Art 11(5)		Failure to establish costs consistent with SPR Art 12 – Art 6(1) Ch Reg	Persons listed	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
640	The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 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
641	The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 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
642	The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 No.1735	Art 11(5)		Failure to organise exchange of information on cost bases – Art 8 Ch Reg	Persons listed	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
643	The Air Navigation (Single European Sky)(Penalties) Order 2009 – SI.2009 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
644	The Air Navigation (Single European Sky)(Penalties)(Amendment) Order 2013 – SI.2013 No.2874	Art 6(c) [inserting Art 11(4)(aa)]		Contravention of ATS unit obligations – Art 6 ATFM IR	ATS provider	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
645	The Air Navigation (Single European Sky)(Penalties)(Amendment) Order 2013 – SI.2013 No.2874	Art 6(c) [inserting 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
646	The Air Navigation (Single European Sky)(Penalties)(Amendment) Order 2013 – SI.2013 No.2874	Art 6(c) [inserting Art 11(4)(aa)]		Contravention of airport managing bodies obligations – Art 8 ATFM IR	airport managing body	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes

647	The Air Navigation (Single European Sky)(Penalties)(Amendment) Order 2013 – SI.2013 No.2874	Art 6(c) [inserting Art 11(4)(aa)]		Failure to ensure consistency of flight plan and slot – Art 9(2) ATFM IR	ATS provider	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
648	The Air Navigation (Single European Sky)(Penalties)(Amendment) Order 2013 – SI.2013 No.2874	Art 6(c) [inserting Art 11(4)(aa)]		Failure to ensure co-ordination for critical events – Art 10.2 ATFM IR	ATS provider	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
649	The Air Navigation (Single European Sky)(Penalties)(Amendment) Order 2013 – SI.2013 No.2874	Art 6(c) [inserting Art 11(4)(aa)]		Failure to provide information on flight plan adherence – Art 11.2 ATFM IR	ATS provider	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
650	The Air Navigation (Single European Sky)(Penalties)(Amendment) Order 2013 – SI.2013 No.2874	Art 6(c) [inserting Art 11(4)(aa)]		Failure to submit reports on non-compliances to CFMU – Art 11.5 ATFM IR	ATS provider	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
651	The Air Navigation (Single European Sky)(Penalties)(Amendment) Order 2013 – SI.2013 No.2874	Art 6(g) [inserting after Art 11(4)]		Failure to provide accepted flight plan	ATS provider	SO		Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes
652	The Air Navigation (Single European Sky)(Penalties)(Amendment) Order 2013 – SI.2013 No.2874	Art 6(e) [inserting after Art 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
655	Rules of the Air Regulation 2015	Rule 4	2015	Aerobic flights over the congested area of any city, town or settlement or within notified controlled air space other than with the consent of the appropriate air traffic control unit.	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
656	Rules of the Air Regulation 2015	Rule 5	2015	Formation flights by military aircraft must be flown at a distance not exceeding 1 nautical mile laterally and 30 metres vertically from the leading aircraft.	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
657	Rules of the Air Regulation 2015	Rule 6(1)	2015	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 which is not an aerodrome in accordance with a permission issued by the CAA	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
658	Rules of the Air Regulation 2015	Rule 6(2)	2015	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 procedures notified by the CAA and with the written permission of the organiser of the assembly	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
659	Rules of the Air Regulation 2015	Rule 7	2015	(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 airworthiness, (bb) the approval of a modification of the aircraft or (cc) the issue of a permit to fly	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
660	Rules of the Air Regulation 2015	Rule 8(1)	2015	An aircraft must not take off with tow ropes, banners 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 there is no such unit, the person in charge of the aerodrome	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

661	Rules of the Air Regulation 2015	Rule 8(2)	2015	(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 aircraft is flying in the direction appropriate for landing.		aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
662	Rules of the Air Regulation 2015	Rule 10(1)	2015	If an air traffic control unit has communicated to aircraft an order of priority for landing, the aircraft must approach to land in that order.		aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
663	Rules of the Air Regulation 2015	Rule 10(2)	2015	If an aircraft gives way to another aircraft that is making an emergency landing at night then, notwithstanding that the commander that gives way may have previously received permission to land, the commander must not attempt to land until the commander has received further permission to do so.		aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
664	Rules of the Air Regulation 2015	Rule 11	2015	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.	The rules does not apply if the air traffic control unit at the aerodrome has otherwise authorised the flying machine or glider	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
665	Rules of the Air Regulation 2015	Rule 12 (2)	2015	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 off 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 station, during the notified hours of watch of the same.		aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
666	Rules of the Air Regulation 2015	Rule 12 (6)	2015	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 communication service on entering the aerodrome traffic zone.		aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
667	Rules of the Air Regulation 2015	Rule 13	2015	An aircraft must not manoeuvre onto an apron unless given permission by the person in charge of the aerodrome or the flight information centre notified as being on watch at the aerodrome.		aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
668	Rules of the Air Regulation 2015	Rule 14(1)	2015	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
669	Rules of the Air Regulation 2015	Rule 15(1)	2015	The commander in charge of a flying vehicle must use reasonable care when operating the machine not to collide with other aircraft.		aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

703	Standardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 of 26th September 2012	241(6) of, and Schedule 13, Part B, Section 6	<p>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.</p> <p>(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.</p> <p>(b) Transponder mandatory zone (TMZ)</p> <p>(1) All flights operating in airspace designated by the competent authority as a transponder mandatory zone (TMZ) shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S, unless in compliance with alternative provisions prescribed for that particular airspace by the ANSP.</p> <p>(c) Airspaces designated as radio mandatory zone and/or transponder mandatory zone shall be duly promulgated in the aeronautical information publications.</p>	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
706	Standardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 of 26th September 2012	241(6) of, and Schedule 13, Part B, Section 6 C	<p>SERA.3230 Aircraft conducting water operations to 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.</p> <p>(1) <i>Converging.</i> An aircraft which has another aircraft or a vessel on its right shall give way so as to keep well clear.</p> <p>(2) <i>Approaching head-on.</i> An aircraft approaching another aircraft or a vessel head-on, or approximately so, shall alter its heading to the right to keep well clear.</p> <p>(3) <i>Overtaking.</i> The aircraft or vessel which is being overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear.</p> <p>(4) <i>Landing and taking off.</i> Aircraft landing on or taking off from the water shall, in so far as practicable, keep well clear of all vessels and avoid impeding their navigation.</p>	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No
707	Standardised European Rules of the Air regulation - Commission Implementing Regulation (EU) No 923/2012 of 26th September 2012	241(6) of, and Schedule 13, Part B, Section 6	<p>SERA.5020 Instrument flight rules - rules to be complied with by aircraft when flying under IFR 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 cruising flight in controlled airspace shall be flown at a cruising level, or, if authorised by ATS unit to employ cruise climb techniques, between two levels or above a level, selected from the table of cruising levels in Appendix 3, except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the competent authority in aeronautical information publications.</p>	aircraft operator/pilot	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	No

768	COMMISSION REGULATION (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes	241(6) of, and Schedule 13, Part B, Section 5	2014	ADR.OR.C.015 Failure to grant access to any facility, document or other material relevant to the activity subject to certification or declaration For the purpose of determining compliance with the relevant requirements of Regulation (EC) No 216/2008 and	aerodrome operator	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	No
769	COMMISSION REGULATION (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes	241(6) of, and Schedule 13, Part B, Section 5	2014	ADR.OR.C.025 Failure to implement mandated safety measures The aerodrome operator or provider of apron management services shall implement any safety measures, including safety directives, mandated by the Competent Authority in accordance with ADR.AR.A.03	aerodrome operator	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	No
770	COMMISSION REGULATION (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes	241(6) of, and Schedule 13, Part B, Section 5	2014	ADR.OPS.B.055 Failure to verify that organisation involved in storing and dispensing The aerodrome operator shall verify that organisations involved in storing and dispensing of fuel to aircraft have procedures to ensure that aircraft are provided with u	aerodrome operator	SO	L4	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	No
771	COMMISSION REGULATION (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes	241(7) of, and Schedule 13, Part C, Section 6	2014	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 Competent Authority, and to any other organisation required by the State where the aerodrome is located, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and the Council (1) and Directive 2003/42/EC.	aerodrome operator	TEW	L5	Alternative for Criminal Sanctions	No	Yes	Yes	Yes	Yes	Yes	Yes	No
					TOTAL				YES	0	587	475	587	588	587	68
									NO	641	54	166	54	53	54	573
									TOTAL	641	641	641	641	641	641	641
									FMP	Dis	Stop	EU	VMP	CN	RN	