



San Andreas Rules and Offences of the Air Regulations Act 2023

An Act to make provision about offences, rules and regulations when operating aircraft.

Interpretation.....	2
SECTION 2 <i>GENERAL</i>	2
Application of Rules to aircraft.....	2
SECTION 3 <i>LOW FLYING RULE</i>	2
Low flying prohibitions.....	2
Exemptions from the low flying prohibitions.....	3
SECTION 4 <i>GENERAL FLIGHT RULES</i>	3
Avoiding aerial collisions.....	3
Converging.....	4
Approaching head-on.....	4
Overtaking.....	4
Flight in the vicinity of an aerodrome.....	4
Order of landing.....	4
Landing and take-off.....	5
Aerobatic manoeuvres.....	5
Choice of VFR or IFR.....	5
Minimum height.....	6
SECTION 5 <i>AERODROME TRAFFIC RULES</i>	7
Movement of aircraft on aerodromes.....	7
Exceptions to rule 15.....	7
Access to and movement of persons and vehicles on aerodromes.....	7
Right of way on the ground.....	7
Action to be taken in case of danger of collision on the ground.....	7
Flights within aerodrome traffic zones.....	8
SECTION 6 <i>LIGHTS AND OTHER SIGNALS TO BE SHOWN OR MADE BY AIRCRAFT</i>	8
Display of lights by aircraft.....	8
Failure of navigation and anti-collision lights.....	9
Flying machines at night.....	9
Gliders at night.....	9
Airships at night.....	10
Airships by day.....	10
SECTION 7 <i>AERODROME SIGNALS AND MARKINGS—VISUAL AND AURAL SIGNALS</i>	10
General.....	10
Indictable.....	11
General.....	12

SCHEDULE 1

Interpretation

1. In these Rules—

- (a) 'Air-Taxiing' means flight by a helicopter, or other type of aircraft capable of vertical take-off and landing, above the surface of an aerodrome at a ground speed of less than 20 knots for the purpose of taxiing in accordance with normal aviation practice;
- (b) 'Air Traffic Control Clearance' means an authorisation by an air traffic control unit for an aircraft to proceed under conditions specified by that unit;
- (c) 'Anti-Collision Light' means—
 - (i) in relation to rotorcraft, a flashing red light;
 - (ii) in relation to any other aircraft, a flashing red or flashing white light, in either case showing in all directions;
- (d) 'ground visibility' means the horizontal visibility at ground level;
- (e) 'Order' means the Air Navigation Order 2005;
- (f) 'Runway' means an area, whether or not paved, which is provided for the take-off or landing of aircraft;
- (g) 'Aerobatic manoeuvres' are flight paths that put aircraft in unusual attitudes, in air shows, dogfights or competition aerobatics.
- (h) 'Judicial Official' means an individual who is employed by the San Andreas Government to fulfil a role in the San Andreas Judicial Team.
- (i) 'Government Official' means an individual who is employed by the San Andreas Government who is elected or appointed to administer a government or any of its agencies, ministries, departments, or enterprises.

SECTION 2 *GENERAL*

Application of Rules to aircraft

2. These Rules, insofar as they apply to aircraft, shall apply—

- (a) to all aircraft within the San Andreas;
- (b) for the purposes of rule 3, to all aircraft in the neighbourhood of an offshore installation; and
- (c) to all aircraft registered in San Andreas, wherever they may be.

SECTION 3 *LOW FLYING RULE*

Low flying prohibitions - Indictable

3.—(1) Subject to paragraph (2), an aircraft shall comply with the low flying prohibitions in paragraph (3) unless exempted by rule 4.

(2) If an aircraft is flying in circumstances such that more than one of the low flying prohibitions apply, it shall fly at the greatest height required by any of the applicable prohibitions.

(3) The low flying prohibitions are as follows—

- (a) Failure of power unit
 - (i) An aircraft shall not be flown below such height as would enable it to make an emergency landing without causing danger to persons or property on the surface in the event of a power unit failure.
- (b) The 200 feet rule
 - (i) Except with the written permission of the CAA or the San Andreas Government, an aircraft shall not be flown closer than 200 feet to any person, vessel, vehicle or structure in a dangerous manner that could result in injury or loss of life.
- (c) The land clear rule
 - (i) An aircraft flying over a congested area of a city, town or settlement shall not fly below such height as would permit the aircraft to land clear of the congested area in the event of a power unit failure.
- (d) Flying over open air assemblies
 - (i) Except with the written permission of the CAA and rule 4, an aircraft shall not fly over an organised gathering of more than 15 persons below the higher of the following heights—

- (1) 800 feet; or
 - (2) such height as would permit the aircraft to land clear of the assembly in the event of a power unit failure.
- (e) Landing and taking off near organised gatherings
 - (i) An aircraft shall not land or take-off within 800 feet of an organised gathering of more than 15 persons except—
 - (ii) at an aerodrome, in accordance with procedures notified by the CAA; or
 - (iii) 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.

Exemptions from the low flying prohibitions - Sanctionable

4. The exemptions from the low flying prohibitions are as follows—

- (a) Landing and taking off
 - (i) Any aircraft shall be exempt from the low flying prohibitions in so far as it is flying in accordance with normal aviation practice for the purpose of—
 - (1) taking off from, landing at or practising approaches to landing at; or
 - (2) checking navigational aids or procedures at, a Licensed aerodrome with a pilot holding a light aircraft licence or a Government Licensed aerodrome with a Police air operator's certificate/Emergency services air operator's certificate or a Judicial and Governmental Official holding a light aircraft licence.
 - (ii) Any aircraft shall be exempt from the 200 feet rule when landing and taking-off in accordance with normal aviation practice or air-taxiing.
 - (iii) Unless the written permission of the CAA has been obtained, landings may only be made by an aircraft flying under this exemption at a licensed or Government aerodrome.
- (b) Balloons and helicopters over congested areas
 - (i) A balloon shall be exempt from the 200 feet rule if it is landing because it is becalmed.
 - (ii) Any helicopter flying over a congested area shall be exempt from the land clear rule.
- (c) Police air operator's certificate/Emergency services air operator's certificate
 - (i) Any aircraft flying in accordance with the terms of a police air operator's certificate/emergency services air operator's certificate shall be exempt from the 200 feet rule, restrictions outlined in rule 14 and the prohibitions on flying over organised gatherings and on landing and taking off near organised gatherings. Any aviation action taken by a commander with a police air operator's certificate/emergency services air operator's certificate shall be done in a safe and considerate manner.
- (d) Flying displays etc
 - (i) An aircraft taking part in a flying display, air race or contest shall be exempt from the 200 feet rule if it is within a horizontal distance of 600 feet of the gathering of persons assembled to witness the event.
- (e) Glider hill-soaring
 - (i) A glider shall be exempt from the 200 feet rule if it is hill-soaring.
- (f) Picking up and dropping at an aerodrome
 - (i) Any aircraft picking up or dropping tow ropes, banners or similar articles at an aerodrome shall be exempt from the 200 feet rule.
- (g) Manoeuvring helicopters
 - (i) Subject to paragraph (ii), a helicopter shall be exempt from the 200 feet rule if it is conducting manoeuvres, in accordance with normal aviation practice, within the boundaries of a licensed or Government aerodrome or, with the written permission of the CAA, at other sites.
 - (ii) When flying in accordance with this exemption the helicopter must not be operated closer than 50 feet to any persons, vessels, vehicles or structures located outside the aerodrome or site.

SECTION 4 GENERAL FLIGHT RULES

Avoiding aerial collisions - Sanctionable

5. — (1) Notwithstanding that a flight is being made with air traffic control clearance it shall remain the duty of the commander of an aircraft to take all possible measures to ensure that his aircraft does not collide with any other aircraft.

- (2) An aircraft shall not be flown in such proximity to other aircraft as to create a danger of collision.

(3) Subject to sub-paragraph (7), aircraft shall not fly in formation unless the commanders of the aircraft have agreed to do so.

(4) An aircraft which is obliged by this Section to give way to another aircraft shall avoid passing over or under the other aircraft, or crossing ahead of it, unless passing well clear of it.

(5) Subject to sub-paragraph (7), an aircraft which has the right-of-way under this rule shall maintain its course and speed.

(6) For the purposes of this rule a glider and a flying machine which is towing it shall be considered to be a single aircraft under the command of the commander of the flying machine.

(7) Sub-paragraphs (3) and (5) shall not apply to an aircraft flying under and in accordance with the terms of a police air operator's certificate.

Converging - Indictable

6.—(1) Subject to paragraphs (2) and (3) and to rules 7 and 8, aircraft in the air shall give way to other, converging aircraft as follows—

- (a) flying machines shall give way to airships, gliders and balloons;
- (b) airships shall give way to gliders and balloons;
- (c) gliders shall give way to balloons.

(2) Mechanically driven aircraft shall give way to aircraft which are towing other aircraft or objects.

(3) Subject to paragraphs (1) and (2), when two aircraft are converging in the air at approximately the same altitude, the aircraft which has the other on its right shall give way.

Approaching head-on - Sanctionable

7. When two aircraft are approaching head-on, or approximately so, in the air and there is a danger of collision, each shall alter its course to the right.

Overtaking - Sanctionable

8.—(1) Subject to paragraph (3), an aircraft which is being overtaken in the air shall have the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering course to the right.

(2) An aircraft which is overtaking another aircraft shall keep out of the way of the other aircraft until that other aircraft has been passed and is clear, notwithstanding any change in the relative positions of the two aircraft.

(3) A glider overtaking another glider in the San Andreas may alter its course to the right or to the left.

Flight in the vicinity of an aerodrome - Indictable

9.—(1) Subject to paragraph (2), rule 14 and rule 4, a flying machine, glider or airship flying in the vicinity of what the commander of the aircraft knows, or ought reasonably to know, to be an aerodrome shall—

- (a) conform to the pattern of traffic formed by other aircraft intending to land at that aerodrome or keep clear of the airspace in which the pattern is formed; and
- (b) make all turns to the left unless ground signals otherwise indicate.
- (c) not loiter in and above the airspace of an aerodrome indicated as BLUE and RED regardless of height.

(2) Paragraph (1) shall not apply if the air traffic control unit at that aerodrome otherwise authorises.

Order of landing - Sanctionable

10.—(1) An aircraft landing or on its final approach to land shall have the right-of-way over other aircraft in flight or on the ground or water.

(2) An aircraft shall not overtake or cut in front of another aircraft on its final approach to land.

(3) If an air traffic control unit has communicated to any aircraft an order of priority for landing, the aircraft shall approach to land in that order.

(4) If the commander of an aircraft is aware that another aircraft is making an emergency landing, he shall give way to that aircraft.

(5) If the commander gives way in the circumstances referred to in paragraph (4) at night then, notwithstanding that he may have previously received permission to land, he shall not attempt to land until he has received further permission to do so.

(6) Subject to paragraphs (2), (3) and (4), if two or more flying machines, gliders or airships are approaching any place for the purpose of landing, the aircraft at the lower altitude shall have the right-of-way.

Landing and take-off - Sanctionable

11.—(1) A flying machine, glider or airship shall take off and land in the direction indicated by the ground signals or, if no such signals are displayed, into the wind, unless good aviation practice demands otherwise.

(2) Subject to paragraph (5), a flying machine or glider shall not land on a runway at an aerodrome if there are other aircraft on the runway.

(3) If take-offs and landings are not confined to a runway—

- (a) when landing a flying machine or glider shall leave clear on its left any aircraft which has landed, is already landing or is about to take off;
- (b) a flying machine or glider which is about to turn shall turn to the left after the commander of the aircraft has satisfied himself that such action will not interfere with other traffic movements; and
- (c) a flying machine which is about to take off shall take up position and manoeuvre in such a way as to leave clear on its left any aircraft which has already taken off or is about to take off.

(4) Subject to paragraph (5) a flying machine shall move clear of the landing area as soon as it is possible to do so after landing.

(5) Paragraphs (2) and (4) shall not apply if the air traffic control unit at the aerodrome otherwise authorises the flying machine or glider.

Aerobatic manoeuvres - Indictable

12. —An aircraft shall not carry out any aerobatic manoeuvre—

- (a) over the congested area of any city, town or settlement; or
- (b) within controlled airspace except with the consent of the appropriate air traffic control unit or the San Andreas Government.

Choice of VFR or IFR - Sanctionable

13.—(1) Subject to paragraph (2) an aircraft shall always be flown in accordance with the Visual Flight Rules or the Instrument Flight Rules.

(2) In the San Andreas an aircraft flying at night shall—

- (a) be flown in accordance with the Instrument Flight Rules outside a control zone;
- (b) be flown in accordance with the Instrument Flight Rules in a control zone unless it is flying on a special VFR flight.

Minimum height - Indictable

14.—(1) Subject to paragraphs (2), (3), (4), (5) and (6) an aircraft shall not fly at a height of less than 200 feet above the highest obstacle within a distance of 200 feet of the aircraft unless—

- (a) it is necessary for the aircraft to do so in order to take off or land;
- (b) the aircraft flies on a route notified for the purposes of this rule within reason;
- (c) the aircraft has been otherwise authorised by the competent authority in relation to the area over which the aircraft is flying; or

(2) The aircraft shall comply with rule 3 and or 4(c).

(3) Paragraph (1) shall not apply to a helicopter that is air-taxiing or conducting manoeuvres in accordance with rule 4.

(4) Subject to Fig.1 and rule 4, balloons and helicopters must maintain a minimum height above GROUND level;

- (a) 200 feet when operating within a government/licensed aerodrome, indicated as PURPLE.
- (b) 500 feet when operating within controlled airspace, indicated as GREEN.
- (c) 300 feet when operating within controlled airspace, indicated as ORANGE.
- (d) 500 feet when operating within a government aerodrome, indicated as BLUE.

(5) Subject to Fig.2 and rule 4, planes, airships and gliders must maintain a minimum height above GROUND level;

- (a) 200 feet when operating within a government/licensed aerodrome, indicated as PURPLE.
- (b) 1,200 feet when operating within controlled airspace, indicated as GREEN.
- (c) 600 feet when operating within controlled airspace, indicated as ORANGE.

(6) Subject to Fig.1, 2 and rule 4, helicopters, planes, balloons, airships and gliders must maintain a minimum height above GROUND level;

- (a) 10,000 feet when operating within a government aerodrome, indicated as RED.

Figure. 1



Figure. 2



SECTION 5 AERODROME TRAFFIC RULES

Movement of aircraft on aerodromes - Sanctionable

15. An aircraft shall not taxi on the apron or the manoeuvring area of an aerodrome without the permission of either—

- (a) the person in charge of the aerodrome; or
- (b) the air traffic control unit or aerodrome flight information service unit notified as being on watch at the aerodrome.

Exceptions to rule 15 - Sanctionable

16. The event the aerodrome is unattended by any air traffic control unit therefore;

- (a) an aircraft may taxi on the apron or the manoeuvring area of an aerodrome with considerable due care and attention with the interest of public and one's self safety in mind.

Access to and movement of persons and vehicles on aerodromes - Indictable

17.—(1) Unless there is a public right of way over it, a person or vehicle shall—

- (a) not go onto any part of an aerodrome without the permission of the person in charge of that part of the aerodrome; and
- (b) comply with any conditions subject to which that permission may be granted.

(2) A person or vehicle shall—

- (a) not go onto or move on the manoeuvring area of an aerodrome which has an air traffic control unit or an aerodrome flight information service unit without the permission of that unit; and
- (b) comply with any conditions subject to which that permission may be granted.

(3) A person or vehicle shall—

- (a) not go onto or move on the manoeuvring area of an aerodrome without having an explicitly authorized reason by that aerodrome and or the San Andreas Government.

(4) Any permission granted for the purposes of this rule may be granted in respect of persons or vehicles generally, or in respect of any particular person or vehicle or any class of person or vehicle.

Right of way on the ground - Sanctionable

18.—(1) This rule shall apply to flying machines and vehicles on any part of a land aerodrome provided for the use of aircraft and under the control of the person in charge of the aerodrome.

(2) Notwithstanding any air traffic control clearance it shall remain the duty of the commander of a flying machine to take all possible measures to ensure that his flying machine does not collide with any other aircraft or vehicle.

(3) Flying machines and vehicles shall give way to aircraft which are taking off or landing.

(4) Vehicles and flying machines which are not taking off or landing shall give way to vehicles towing aircraft.

(5) Vehicles which are not towing aircraft shall give way to aircraft.

Action to be taken in case of danger of collision on the ground - Sanctionable

19.—(1) Subject to rules 42 and 14(3), this rule shall apply if there is any danger of collision between two flying machines on the ground.

(2) If the two flying machines are approaching head-on, or approximately so, each shall alter its course to the right.

(3) If the two flying machines are on converging courses, the flying machine which has the other flying machine on its right shall give way to that other flying machine and shall avoid crossing ahead of it unless passing well clear of it.

(4) A flying machine which is being overtaken by another flying machine shall have the right-of-way over the flying machine overtaking it.

(5) A flying machine which is overtaking another flying machine shall keep out of the way of the other flying machine by altering its course to the left until that other flying machine has been passed and is clear, notwithstanding any change in the relative positions of the two flying machines.

(6) A vehicle shall—

- (a) overtake another vehicle on the right hand side of that vehicle ; and
- (b) keep to the left when passing another vehicle which is approaching head-on or approximately so.

Flights within aerodrome traffic zones - Sanctionable

20.—(1) Paragraphs (2) and (3) shall apply only in relation to those aerodromes described in Column 1 of Table 1 as are notified for the purposes of this rule and at such times as are specified in Column 2 of the Table.

Table 1

<i>Column 1</i>	<i>Column 2</i>
(a) A Government aerodrome	At such times as are notified
(b) An aerodrome having an air traffic control unit or flight information service unit	During the notified hours of watch of the air traffic control unit or the flight information service unit
(c) A licensed aerodrome having a means of two-way radio communication with aircraft	During the notified hours of watch of the air/ground station

(2) An aircraft shall not fly, take off or land within the aerodrome traffic zone of an aerodrome unless the commander of the aircraft has complied with paragraphs (3), as appropriate.

(3) If the aerodrome has an air traffic control unit the commander shall obtain the permission of the air traffic control unit to enable the flight to be conducted safely within the zone.

(6) The commander of an aircraft flying within the aerodrome traffic zone of an aerodrome shall—

- (a) cause a continuous watch to be maintained on the appropriate radio frequency notified for communications at the aerodrome; or
- (b) if this is not possible, cause a watch to be kept for such instructions as may be issued by visual means; and
- (c) if the aircraft is fitted with means of communication by radio with the ground, communicate his position and height to the air traffic control unit, the flight information service unit or the air/ground communication service at the aerodrome (as the case may be) on entering the zone and immediately prior to leaving it.

SECTION 6 LIGHTS AND OTHER SIGNALS TO BE SHOWN OR MADE BY AIRCRAFT

Display of lights by aircraft - Sanctionable

21.—(1) During the night an aircraft shall—

- (a) display such of the lights specified in this Section as it is required by this Section; and
- (b) subject to rule 49(6), not display any other lights which might obscure or otherwise impair the visibility of, or be mistaken for, such lights.

(2) Subject to rule 48(4) an aircraft fitted with an anti-collision light shall display that light in flight during the day.

(3) A flying machine on a San Andreas aerodrome shall—

- (a) during the night display either the lights which it would be required to display when flying or the lights specified in rule 49(5)(c) unless it is stationary on the apron or on that part of the aerodrome provided for the maintenance of aircraft; and
- (b) during the day and night and subject to paragraph (4), display a red anti-collision light, if it is fitted with one, when it is stationary on the apron with engines running.

(4) A helicopter to which article 38 applies may, when stationary on an offshore installation, switch off the anti-collision light required to be shown by paragraph (3)(b) as long as that is done in accordance with a procedure contained in the operations manual of the helicopter as a signal to ground personnel that it is safe to approach the helicopter for the purpose of embarkation or disembarkation of passengers or the loading or unloading of cargo.

Failure of navigation and anti-collision lights - Sanctionable

22.—(1) Paragraphs (2), (3) and (4) shall apply to aircraft in the San Andreas.

(2) An aircraft shall not depart from an aerodrome if there is a failure of any light which these Rules require to be displayed at night and the light cannot be immediately repaired or replaced.

(3) Subject to paragraph (4), if the aircraft is in flight and any such light as is referred to in paragraph (2) fails and cannot be immediately repaired or replaced, the aircraft shall land as soon as it can safely do so, unless authorised by the appropriate air traffic control unit to continue its flight.

(4) An aircraft may continue to fly during the day in the event of a failure of an anti-collision light provided the light is repaired at the earliest practicable opportunity.

Flying machines at night - Sanctionable

23.—(1) Subject to paragraph (6), a flying machine flying at night shall display lights in accordance with paragraphs (2), (3) or (4).

(2) In the case of—

- (a) a flying machine registered in the San Andreas which has a maximum total weight authorised of more than 5,700 kg; or
- (b) any other flying machine registered in the San Andreas which conforms to a type first issued with a type certificate on or after 1st April 1988,

the flying machine shall display the system of lights specified in paragraph 5(b).

(3) A flying machine registered in the San Andreas which—

- (a) conforms to a type first issued with a type certificate before 1st April 1988; and
- (b) has a maximum total weight authorised of 5,700 kg or less,

shall display the system of lights specified in—

- (i) paragraph (5)(a); or
- (ii) paragraph (5)(b); or
- (iii) paragraph (5)(d), but excluding sub-paragraph (ii) of that paragraph.

(4) In the case of any other flying machine, one of the systems of lights specified in paragraph (5) shall be displayed.

(5) The systems of lights referred to in paragraphs (2), (3) and (4) are as follows—

- (a) A steady green light of at least five candela showing to the starboard side through an angle of 110° from dead ahead in the horizontal plane, a steady red light of at least five candela showing to the port side through an angle of 110° from dead ahead in the horizontal plane; and a steady white light of at least three candela showing through angles of 70° from dead astern to each side in the horizontal plane;
- (b) the lights specified in sub-paragraph (a) and an anti-collision light;
- (c) the lights specified in sub-paragraph (a), but all being flashing lights (rather than steady lights) flashing together;
- (d) the lights specified in sub-paragraph (a), but all being flashing lights (rather than steady lights) flashing together in alternation with one or both of the following—
 - (i) a flashing white light of at least twenty candela showing in all directions;
 - (ii) a flashing red light of at least twenty candela showing through angles of 70° from dead astern to each side in the horizontal plane.

(6) If the lamp showing either the red or the green light specified in paragraph (5)(a) is fitted more than 2 metres from the wing tip, another lamp may be fitted at the wing tip to indicate its position showing a steady light of the same colour through the same angle.

Gliders at night - Sanctionable

24. A glider flying at night shall display either a steady red light of at least five candela, showing in all directions, or lights in accordance with rule 49(5) and (6).

Airships at night - Sanctionable

25.—(1) Except as provided in paragraph (2), an airship flying at night shall display the following lights—

- (a) a steady white light of at least five candela showing through angles of 110° from dead ahead to each side in the horizontal plane;
- (b) a steady green light of at least five candela showing to the starboard side through an angle of 110° from dead ahead in the horizontal plane;
- (c) a steady red light of at least five candela showing to the port side through an angle of 110° from dead ahead in the horizontal plane;
- (d) a steady white light of at least five candela showing through angles of 70° from dead astern to each side in the horizontal plane; and
- (e) an anti-collision light.

(2) Subject to paragraph (5), an airship flying at night in any of the circumstances referred to in paragraph (3) shall display the lights specified in paragraph (4).

(3) The circumstances are as follows—

- (a) if the airship is not under command; or
- (b) has voluntarily stopped its engines, or
- (c) is being towed.

(4) The lights specified are the following lights—

- (a) the white lights specified in paragraph (1)(a) and (d);
- (b) two steady, red lights, each of at least five candela, showing in all directions, suspended below the control car so that one is at least 4 metres above the other and at least 8 metres below the control car; and
- (c) if the airship is making way but not otherwise, the green and red lights specified in paragraph (1)(b) and (c).

(5) An airship picking up its moorings at night shall display the lights specified in paragraph (1).

(6) An airship moored to a mooring mast within the San Andreas at night shall display, at or near the rear of the airship, a steady, white light of at least five candela showing in all directions.

(7) An airship moored otherwise than to a mooring mast within the San Andreas at night shall display—

- (a) a white light of at least five candela showing through angles of 110° from dead ahead to each side in the horizontal plane; and
- (b) a white light of at least five candela showing through angles of 70° from dead astern to each side in the horizontal plane.

Airships by day - Sanctionable

26.—(1) An airship flying during the day in any of the circumstances referred to in paragraph (2) shall display two black balls suspended below the control car so that one is at least 4 metres above the other and at least 8 metres below the control car.

(2) The circumstances are as follows—

- (a) if the airship is not under command;
- (b) if it has voluntarily stopped its engines; or
- (c) if it is being towed.

(3) For the purposes of this rule and rule 26—

- (a) an airship shall be deemed not to be under command when it is unable to execute a manoeuvre which it may be required to execute by these Rules; and
- (b) an airship shall be deemed to be making way when it is not moored and is in motion.

SECTION 7 *Pilot Licence*

Pilot Licence - Indictable

27.—(1) Within San Andreas any individual in control of an Aircraft, must hold a valid pilots licence—

(a) Types of Licence—

- (i) BPL (Balloon/Blimp pilot licence) – Covered under San Andreas ‘Light Aircraft Pilot Licence’.
- (ii) NPPL (National Private Pilots Licence)
 - (1) Simple Single Engined Aircraft and Self-Launching Motor Gliders
- (iii) LAPL (Light Aircraft Pilot Licence)
- (iv) PPL (Private Pilots Licence) – Covered under San Andreas ‘Light Aircraft Pilot Licence’, you must be knowledgeable able in:
 - (1) Air law
 - (2) Aircraft general knowledge
 - (3) Flight performance and planning
 - (4) Human performance and planning
 - (5) Meteorology
 - (6) Navigation
 - (7) Operational procedures
 - (8) Principles of flight
 - (9) Communications
- (v) CPL (Commercial Pilots Licence) - Covered under San Andreas ‘Light Aircraft Pilot Licence’, you must be knowledgeable able in:
 - (1) Air law
 - (2) Aircraft general knowledge: Airframe/Systems/power plant
 - (3) Aircraft general knowledge: Instrumentation
 - (4) Communications
 - (5) Mass and balance
 - (6) Performance
 - (7) Flight planning and monitoring
 - (8) Human performance
 - (9) Meteorology
 - (10) General navigation
 - (11) Radio navigation
 - (12) Operational Procedures
 - (13) Principles of flight
- (vi) ATPL (Airline Transport Pilots Licence)
- (vii) PAOC/ESAOC (Police air operator’s certificate/Emergency services air operator’s certificate) – Covered under San Andreas ‘Light Aircraft Pilot Licence’, you must be knowledgeable able in:
 - (1) Air law
 - (2) Aircraft general knowledge: Airframe/Systems/power plant
 - (3) Aircraft general knowledge: Instrumentation
 - (4) Communications
 - (5) Mass and balance
 - (6) Performance
 - (7) Flight planning and monitoring
 - (8) Human performance
 - (9) Meteorology
 - (10) General navigation
 - (11) Radio navigation
 - (12) Operational Procedures
 - (13) Principles of flight

Endangering safety of an aircraft - Indictable

28.—(1) A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft.

Endangering safety of any person or property - Indictable

29.—(1) A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property.

Drunkenness in aircraft - Indictable

30.—(1) A person must not enter any aircraft when drunk, or be drunk in any aircraft.

(2) A person must not, when acting as a member of the crew of any aircraft or being carried in any aircraft for the purpose of acting as a member of the crew, be under the influence of drink or a drug to such an extent as to impair their capacity so to act.

Smoking in aircraft - Indictable

31.—(1) In aircraft to which this paragraph applies, notices indicating when smoking is prohibited must be exhibited so as to be visible from each passenger seat.

(2) Paragraph (1) applies to any aircraft registered in the United Kingdom, other than a Part-CAT aircraft.

(3) A person must not smoke in any compartment of an aircraft registered in the United Kingdom at a time when smoking is prohibited in that compartment by a notice to that effect exhibited by or on behalf of the pilot in command of the aircraft.

Authority of pilot in command of an aircraft - Indictable

32.—(1) Every person in an aircraft must obey all lawful commands which the pilot in command of that aircraft may give for the purpose of securing the safety of the aircraft and of persons or property carried in the aircraft, or the safety, efficiency or regularity of air navigation.

Acting in a disruptive manner - Indictable

33.—(1) A person must not while in an aircraft—

use any threatening, abusive or insulting words towards a member of the crew of the aircraft;

behave in a threatening, abusive, insulting or disorderly manner towards a member of the crew of the aircraft; or

intentionally interfere with the performance by a member of the crew of the aircraft of the crew member's duties.

Stowaways - Indictable

34.—(1) A person must not secrete themselves for the purpose of being carried in an aircraft without the consent of either the operator or the pilot in command or of any other person entitled to give consent to being carried in the aircraft.

Flights over any foreign country - Indictable

35.—(1) The operator and the pilot in command of an aircraft registered in the United Kingdom (or, if the operator's principal place of business or permanent residence is in the United Kingdom, any other aircraft) which is being flown over any foreign country, must not allow that aircraft to be used for a purpose which is prejudicial to the security, public order or public health of, or to the safety of air navigation in relation to, that country.

(2) A person does not contravene paragraph (1) if that person neither knew nor suspected that the aircraft was being or was to be used for a purpose referred to in that paragraph.

(3) Subject to paragraph (4), the operator and the pilot in command of an aircraft registered in the United Kingdom (or, if the operator's principal place of business or permanent residence is in the United Kingdom, any other aircraft) which is being flown over any foreign country must comply with any directions given by the appropriate aeronautical authorities of that country whenever—

(a) the flight has not been duly authorised; or

(b) there are reasonable grounds for the appropriate aeronautical authorities to believe that the aircraft is being or will be used for a purpose which is prejudicial to the security, public order or public health of, or to the safety of air navigation in relation to, that country.

(4) A direction under paragraph (3) need not be complied with if to do so would endanger the lives of persons on board or the safety of the aircraft.

(5) A person does not contravene paragraph (3) if that person neither knew nor suspected that directions were being given by the appropriate aeronautical authorities.

(6) The requirement in paragraph (3) is without prejudice to any other requirement to comply with directions of an aeronautical authority.

(7) In this article, “appropriate aeronautical authorities” includes any person, whether a member of a country’s military or civil authorities, authorised under the law of the foreign country to issue directions to aircraft flying over that country.

Indictable - Offences

Low flying prohibitions - Section 3

- (1) The section applies to an offence of low flying prohibitions, that is committed whilst operating aircraft.
- (2) A person guilty of an offence to which this section applies is liable—
 - (a) on summary conviction, to imprisonment for a term not exceeding the general limit in the San Andreas Supreme’ court, or to a fine, or to both;
 - (b) on conviction on indictment, to imprisonment for a term not exceeding **[100 months - Low flying prohibitions]**, or to a fine of **[£50,000 - Low flying prohibitions]**, and or penalty of **[5 points on Aircraft Licence]** and or all three.
- (3) This section applies only in relation to offences committed on or after the day it comes into force.

Converging - Section 6

- (1) The section applies to an offence of converging, that is committed whilst operating aircraft.
- (2) A person guilty of an offence to which this section applies is liable—
 - (a) on summary conviction, to imprisonment for a term not exceeding the general limit in the San Andreas Supreme’ court, or to a fine, or to both;
 - (b) on conviction on indictment, to imprisonment for a term not exceeding **[100 months - Converging]**, or to a fine of **[£20,000 - Converging]**, and or penalty of **[5 points on Aircraft Licence]** and or all three.
- (3) This section applies only in relation to offences committed on or after the day it comes into force.

Flight in the vicinity of an aerodrome - Section 9

- (1) The section applies to an offence of low flying prohibitions, that is committed whilst operating aircraft.
- (2) A person guilty of an offence to which this section applies is liable—
 - (c) on summary conviction, to imprisonment for a term not exceeding the general limit in the San Andreas Supreme’ court, or to a fine, or to both;
 - (d) on conviction on indictment, to imprisonment for a term not exceeding **[100 months - Flight in the vicinity of an aerodrome]**, or to a fine of **[£50,000 - Flight in the vicinity of an aerodrome]**, or penalty of **[5 points on Aircraft Licence]** and or all three.
- (3) This section applies only in relation to offences committed on or after the day it comes into force.

Aerobatic manoeuvres - Section 12

- (1) The section applies to an offence of low flying prohibitions, that is committed whilst operating aircraft.
- (2) A person guilty of an offence to which this section applies is liable—
 - (e) on summary conviction, to imprisonment for a term not exceeding the general limit in the San Andreas Supreme’ court, or to a fine, or to both;
 - (f) on conviction on indictment, to imprisonment for a term not exceeding **[100 months - Aerobatic manoeuvres]**, or to a fine of **[£50,000 - Aerobatic manoeuvres]**, and or penalty of **[10 points on Aircraft Licence]** and or all three.
- (3) This section applies only in relation to offences committed on or after the day it comes into force.

Minimum height - Section 14

- (1) The section applies to an offence of low flying prohibitions, that is committed whilst operating aircraft.
- (2) A person guilty of an offence to which this section applies is liable—
 - (g) on summary conviction, to imprisonment for a term not exceeding the general limit in the San Andreas Supreme' court, or to a fine, or to both;
 - (h) on conviction on indictment, to imprisonment for a term not exceeding **[100 months - Minimum height]**, or to a fine of **[£50,000 - Minimum height]**, and or penalty of **[5 points on Aircraft Licence]** and or all three.
- (3) This section applies only in relation to offences committed on or after the day it comes into force.

Access to and movement of persons and vehicles on aerodromes - Section 17

- (1) The section applies to an offence of low flying prohibitions, that is committed whilst operating aircraft.
- (2) A person guilty of an offence to which this section applies is liable—
 - (i) on summary conviction, to imprisonment for a term not exceeding the general limit in the San Andreas Supreme' court, or to a fine, or to both;
 - (j) on conviction on indictment, to imprisonment for a term not exceeding **[30 months - Access to and movement of persons and vehicles on aerodromes]**, or to a fine of **[£20,000 - Access to and movement of persons and vehicles on aerodromes]**, and or both.
- (3) This section applies only in relation to offences committed on or after the day it comes into force

Pilots of a light aircraft to have a Light Aircraft Licence - Section 27

- (1) The section applies to an offence of not holding a valid Pilot Licence, that is committed whilst operating aircraft.
- (2) A person guilty of an offence to which this section applies is liable—
 - (k) on summary conviction, to imprisonment for a term not exceeding the general limit in the San Andreas Supreme' court, or to a fine, or to both;
 - (l) on conviction on indictment, to imprisonment for a term not exceeding **[100 months - Minimum height]**, or to a fine of **[£50,000 - Minimum height]**, and or penalty of **[10 points on Aircraft Licence]** and or all three.
- (3) This section applies only in relation to offences committed on or after the day it comes into force.

Endangering safety of an aircraft - Section 28 ----

- (1) The section applies to an offence of endangering safety of an aircraft, that is committed whilst operating aircraft.
- (2) A person guilty of an offence to which this section applies is liable—
 - (m) on summary conviction, to imprisonment for a term not exceeding the general limit in the San Andreas Supreme' court, or to a fine, or to both;
 - (n) on conviction on indictment, to imprisonment for a term not exceeding **[100 months - Endangering safety of an aircraft]**, or to a fine of **[£50,000 - Endangering safety of an aircraft]**, and or penalty of **[10 points on Aircraft Licence]** and or all three.
- (3) This section applies only in relation to offences committed on or after the day it comes into force.

Endangering safety of any person or property - Section 29 —

- (1) The section applies to an offence of endangering safety of any person or property, that is committed whilst operating aircraft.
- (2) A person guilty of an offence to which this section applies is liable—
 - (o) on summary conviction, to imprisonment for a term not exceeding the general limit in the San Andreas Supreme' court, or to a fine, or to both;
 - (p) on conviction on indictment, to imprisonment for a term not exceeding **[100 months - Endangering safety of any person or property]**, or to a fine of **[£50,000 - Endangering safety of any person or property]**, and or penalty of **[10 points on Aircraft Licence]** and or all three.
- (3) This section applies only in relation to offences committed on or after the day it comes into force.

Drunkenness in aircraft - Section 30 —

- (1) The section applies to an offence of drunkenness in aircraft, that is committed whilst an aircraft is in operation.
- (2) A person guilty of an offence to which this section applies is liable—
 - (q) on summary conviction, to imprisonment for a term not exceeding the general limit in the San Andreas Supreme' court, or to a fine, or to both;
 - (r) on conviction on indictment, to imprisonment for a term not exceeding **[40 months - Drunkenness in aircraft]**, or to a fine of **[£20,000 - Drunkenness in aircraft]**, and or penalty of **[5 points on Aircraft Licence]** and or all three.
- (3) This section applies only in relation to offences committed on or after the day it comes into force.

Smoking in aircraft - Section 31 —

- (1) The section applies to an offence of smoking in aircraft, that is committed whilst an aircraft is in operation.
- (2) A person guilty of an offence to which this section applies is liable—
 - (s) on summary conviction, to imprisonment for a term not exceeding the general limit in the San Andreas Supreme' court, or to a fine, or to both;
 - (t) on conviction on indictment, to imprisonment for a term not exceeding **[10 months - Smoking in aircraft]**, or to a fine of **[£10,000 - Smoking in aircraft]**, and or penalty of **[1 points on Aircraft Licence]** and or all three.
- (3) This section applies only in relation to offences committed on or after the day it comes into force.

Authority of pilot in command of an aircraft - Section 32 —

- (1) The section applies to an offence of authority of pilot in command of an aircraft, that is committed whilst an aircraft is in operation.
- (2) A person guilty of an offence to which this section applies is liable—
 - (u) on summary conviction, to imprisonment for a term not exceeding the general limit in the San Andreas Supreme' court, or to a fine, or to both;
 - (v) on conviction on indictment, to imprisonment for a term not exceeding **[60 months - Authority of pilot in command of an aircraft]**, or to a fine of **[£30,000 - Authority of pilot in command of an aircraft]**, and or penalty of **[5 points on Aircraft Licence]** and or all three.
- (3) This section applies only in relation to offences committed on or after the day it comes into force.

Acting in a disruptive manner - Section 33 —

- (1) The section applies to an offence of acting in a disruptive manner, that is committed whilst an aircraft is in operation.
- (2) A person guilty of an offence to which this section applies is liable—
 - (w) on summary conviction, to imprisonment for a term not exceeding the general limit in the San Andreas Supreme' court, or to a fine, or to both;
 - (x) on conviction on indictment, to imprisonment for a term not exceeding **[60 months - Acting in a disruptive manner]**, or to a fine of **[£20,000 - Acting in a disruptive manner]**, and or penalty of **[5 points on Aircraft Licence]** and or all three.
- (3) This section applies only in relation to offences committed on or after the day it comes into force.

Stowaways - Section 34 —

- (1) The section applies to an offence of stowaways, that is committed whilst an aircraft is in operation.
- (2) A person guilty of an offence to which this section applies is liable—
 - (y) on summary conviction, to imprisonment for a term not exceeding the general limit in the San Andreas Supreme' court, or to a fine, or to both;
 - (z) on conviction on indictment, to imprisonment for a term not exceeding **[60 months - Stowaways]**, or to a fine of **[£20,000 - Stowaways]**, and or penalty of **[5 points on Aircraft Licence]** and or all three.
- (3) This section applies only in relation to offences committed on or after the day it comes into force.

Flights over any foreign country - Section 35 —

- (1) The section applies to an offence of flights over any foreign country, that is committed whilst an aircraft is in operation.
- (2) A person guilty of an offence to which this section applies is liable—
 - (aa) on summary conviction, to imprisonment for a term not exceeding the general limit in the San Andreas Supreme' court, or to a fine, or to both;
 - (bb) on conviction on indictment, to imprisonment for a term not exceeding **[100 months - Flights over any foreign country]**, or to a fine of **[£100,000 - Flights over any foreign country]**, and or penalty of **[20 points on Aircraft Licence]** and or all three.
- (3) This section applies only in relation to offences committed on or after the day it comes into force.

Sanctionable

- (1) Any rule labeled, 'Sanctionable', if broken, may result in the offender being sanctioned by the Civil Aviation Authority up to **[£100,000]** and or **[5 points on Aircraft Licence]**

Short title and commencement.

- (1) This Act may be cited as the San Andreas Rules and Offences of the Air Regulations Act 2023
- (2) This Act shall come into force on such day as His Majesty may by Order in Council appoint