

STATE OF QATAR

CIVIL AVIATION AUTHORITY



LAW No. 15

OF 2002 ON CIVIL AVIATION

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In the Name of Allah the Most Merciful and the Most Gracious

Law No. 15 of 2002 on Civil Aviation

We, Hamad Ben Khalifa Al Thany,

Emir of the State of Qatar

Having considered the Provisional Basic Regulations as amended, in particular Article 5 (23), (34) and (51);

Law No. 2 of 1962, on the regulation of the Public Financial Policy of Qatar, as amended by Decree No. 19 of 1996;

The Penal Code of Qatar issued under Law No. 14 of 1971. and the laws amending it;

The Criminal Procedure Law issued as Law No. 15 of 1971 and the laws amending it;

Law No. 3 of 1974 on the procedures for the investigation of aviation accidents;

Law No. 5 of 1989 on the Public Budget of the State,

Law No. 4 of 1995 on the State Audit Bureau, amended by Law No. 12 of 1999;

Decree No. 16 of 2001 on the establishment of the Civil Aviation Authority;

The Convention for the Unification of Certain Rules Relating to International Carriage by Air, signed at Warsaw on 12 October 1929, and the protocols thereof, the Hague (1955), Montreal (1975/2), Montreal (1975/4), which are ratified by the State;

The Convention on International Civil Aviation, Chicago 1944, and the Annexes and Amendments thereof, which are ratified by the State;

The Convention on Damage Caused by Foreign Aircraft to Third Parties on the Surface, signed at Rome in 1952 and the Protocol signed at Montreal in (1978), which are ratified by the State;

The Convention on Offences and Certain Other Acts Committed on Board Aircraft, signed at Tokyo in 1963; the Convention for the Suppression of Unlawful Seizure of Aircraft, signed at the Hague in 1970; and the Convention for the Suppression of Unlawful Acts of Interference against the Safety of Civil Aviation, signed at Montreal in 1971;

The Draft Law submitted by the Council of Ministers; and

Having solicited the opinion of the Shura Council;

Have resolved the following:

Chapter (1)

DEFINITIONS AND GENERAL PROVISIONS

Article (1) - Definitions

For the purpose of this Law, the words and phrases used here shall have the following meanings unless otherwise stated or required by the context:

- **State.** The State of Qatar.
- **Territory of the State.** The land areas and territorial waters adjacent thereto and the airspace above such land areas and territorial waters under the sovereignty and control of the State.
- **State of Registry.** The state on whose register the aircraft is entered.
- **Civil Aviation Authority.** The Directorate General of Civil Aviation or any other appropriate authority tasked with specific functions under this Law;
- **Chicago Convention.** The Convention on International Civil Aviation signed at Chicago on 1944, and the Annexes and Amendments thereto which are ratified by the State.
- **Aircraft.** Any machine that can maintain support in the atmosphere from the aerodynamic reactions of the air other than the reactions of the air against the earth surface. It includes all air ships such as balloons, gliders, fixed wing aircraft and non fixed wing aircraft.
- **Operator.** A person or a legal entity that has the authority to operate an aircraft whose crew members are under authority of such a person or legal entity, whether directly or for another entity.
- **State of the Operator.** The State in which the operator's principal place of business is located or the operator's permanent residence.
- **Air Traffic.** All aircraft either in the air or operating on the maneuvering area of an aerodrome.
- **Aerodrome.** A defined area on land or water including any buildings, installations and equipment intended to be used either wholly or in part for the use of aircraft on arrival or departure or movements on the surface.
- **International Airport.** An airport designated by the State in its territory for the arrival and departure of international air traffic where the formalities incident to customs, immigrations, public house quarantine (animal and plant) and similar procedure are carried out.
- **Maneuvering Area at the Airport.** That part of an aerodrome used for the take-off, landing, taxiing of aircraft and other relating movements.
- **Flight Time.** The total time from the moment an aircraft moves under its own power for the purpose of taking-off until the moment it comes to rest at the end of the flight.
- **Pilot-in-Command.** The pilot responsible for the operation and safety of the aircraft during flight time.
- **Flight Crew Member.** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.
- **Crew Member.** A person assigned by an operator to duty on an aircraft during a flight duty period.
- **Prohibited Area.** An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

- **Restricted Area.** An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with specified conditions.
- **Dangerous Area.** An airspace of defined dimensions, within which operations dangerous to aviation at certain times are declared by the civil aviation Authority.
- **Air Service.** Any scheduled air route used by aircraft for the public transport of passengers, mail or cargo.
- **International Air Service.** An air service which passes through the air space over the territory of more than one State.
- **Air Carrier.** Any person or legal entity that offers, or engages in the operation of air services for the carriage of passengers, mail or cargo.
- **Airline.** Any air carrier that operates flights to and from an international airport in the territory of a State.
- **Acrobatic Flight.** Maneuvers intentionally performed by an aircraft involving an abrupt change in its attitude and abnormal attitude or an abnormal variation in speed.
- **Aircraft Accident.** An occurrence associated with the operation of an aircraft which take place between the time any person boards the aircraft with the intention of flight until such time as such person has disembarked during which:
 - 1.1 A person is fatally or seriously injured as a result of being in the aircraft or in direct contact with any part of the aircraft, including parts attached to the aircraft.
 - 1.2 The aircraft sustains serious damage.
 - 1.3 The aircraft is missing or is completely inaccessible. This excludes injuries resulting from natural causes or caused by the persons themselves or other persons or persons who infiltrate into and hide outside areas prepared for passengers and crew members.
- **Aircraft incident.** An occurrence, other than an accident, associated with the operation of an aircraft which affect or could affect the safety of operation.
- **Flight Certificate.** A general authorization issued by the Civil Aviation Authority containing detailed regulatory provisions, under which an operator of an aircraft or an air carrier may perform air operations in the territories of the State for a specified period of time. Such authorization shall also contain the cases of suspension or revocation.
- **Flight Authorization.** The approval issued by the Civil Aviation Authority to conduct one or more air operations.
- **Certificate of Airworthiness.** A document issued by a Civil Aviation Authority, in which it acknowledges the airworthiness of the aircraft during a specific period of time on the condition that the operator follows the requirements contained in such a document.

Article (2) - Applicability.

2. The provisions of the Law shall be applicable to the following:
 - a) Civil Aviation in the territory of the State.
 - b) Civil aircraft registered in the State wherever they are without prejudice to the provisions of the Laws of foreign States where such aircraft are operated.
 - c) General air transport.
 - d) All air-ships, unless it was deemed impossible due to the nature of such air-ships.
3. The provisions of this Law shall not be applicable to military aerodromes and aircraft.

4. Certain state aircrafts may be exempted from the application of certain provisions of this Law when necessary upon a decision by the Council of Ministers.

Article (3) - Chicago Convention and International Treaties.

In the absence of relevant provisions in this law, the provisions of the Chicago Convention and other international civil aviation treaties and conventions to which the State acceded to or shall accede to in the future shall be applicable.

Article (4) - Competent Authority

The Civil Aviation Authority shall be responsible for the organization of the civil aviation and civil airports of the State, and shall have the capacity of issuing rules, regulations and directives necessary for the discharge of such functions.

Chapter (2)

AERODROMES AND AIR NAVIGATION FACILITIES

Article (5) - Operations of Airports.

The construction, development, use, and operation of airports and runways shall not be permitted in the State without prior authorization from the Civil Aviation Authority.

Article (6) - Civil Aviation Authority Properties.

All facilities, buildings, cables, apparatuses, equipment, wired and radio stations, and beacons of the Civil Aviation Authority shall be deemed as State properties.

Article (7) - Aeronautical Easements

Special easements called "aeronautical easements" to ensure air navigation safety and proper function of the related equipment shall be established, under which the following powers shall be given to the Civil Aviation Authority:

1. To prevent the establishment or demolition of any buildings, constructions, objects and barriers of any kind and to determine their heights.
2. To prevent the installation or fixation of cables of any kind.
3. To place guide signs for obstacles that represent threat to air navigation safety.

The Civil Aviation Authority shall determine the scope and extent of aeronautical easements and the areas where such easements are applied in a manner that ensures the safety of air navigation and the protection of persons and properties in accordance with the relevant established international rules and regulations.

Article (8) - Use of Land under Aeronautical Easement Rights.

Constructions, establishment of obstacles, and changes in the nature or use of areas covered by aeronautical easements shall only take place with prior authorization by the Civil Aviation Authority according to the established requirements.

Article (9) - Interference with Navigation Aids.

1. Any light or radio beacons shall not be established without the prior approval of the Civil Aviation Authority.
2. The Civil Aviation Authority, in coordination with the appropriate Authority, may remove or change any light device that could cause confusion with other air navigation light devices. Such authority may also impose the necessary restrictions on facilities that generate smoke or other articles that may affect visibility around airports or may jeopardize air navigation safety.
3. Individuals inside and outside the airport shall be prohibited from utilizing civilian frequencies in voice communication devices related to ground handling in civil aviation without permission from the Civil Aviation Authority, successful testing and meeting the necessary requirements.
4. Those who possess or utilize electric devices or metal installations with whether fixed or mobile that may interfere with the function of radio devices or air navigation aids shall abide by the measures specified by the Civil Aviation Authority for eliminating such interference.
5. The Civil Aviation Authority, in coordination of the appropriate Authority, may request to refrain from utilizing electric devices or the removal of the above-mentioned metal installations, if necessary.

Article (10) - Acquisition of Properties.

1. The Civil Aviation Authority may possess the real state necessary to establish air navigation or air control stations, in accordance with the established laws.
2. A just compensation shall be paid, under general laws, in return for the imposition of aeronautical easements.

Article (11) - Civil Aviation Security

The Civil Aviation Authority, in participation with other State appropriate Authority, shall develop regulations and directives necessary to maintain security at State airports so as to ensure the safety of aircraft, navigation aids, facilities, and buildings thereof.

Chapter (3)

AIRCRAFT OPERATION

Article 12 - Authorisation of Aircraft Operation.

Aircraft shall not be operated in the territory of the State without a prior authorisation or permit issued by the Civil Aviation Authority which shall also determine the requirements thereof. The operator shall be authorised to conduct certain air operations under this Law, an international convention to which the State accedes, a valid air transport agreement between the State and another State to regulate air transport or internal regulations established by the Civil Aviation Authority.

The authorisation or permit shall be given individually and shall not be passed on to other parties.

Article 13 - Conditions for Aircraft Operations.

Aircraft operating in the territory of the State shall meet the following requirements:

1. The aircraft must be registered in the State or registered in accordance with the rules of International Registry as stipulated in the Chicago Convention.
2. The certificate of airworthiness of the aircraft must be valid and issued or rendered valid by the State of registration.
3. The aircraft must carry visible signs of nationality and registration.
4. The aircraft must be equipped with the devices approved by the state of registration in addition to what the Civil Aviation Authority determine.
5. Members of the crew must be holding valid licenses issued or rendered valid by the Civil Aviation Authority of the State of registration. The crew must consist of the number and qualifications established in the airworthiness certificate and aviation manual.
6. The aircraft must be insured in terms of its crew, passengers, cargo and third parties on the surface pursuant to the relevant established rules.
7. The carrier of the certificate of an air operator in the State shall not be allowed to operate aircraft registered in another contracting State unless the Civil Aviation Authority is provided with the following information:
 - a) Type and serial number of aircraft;
 - b) Name and address of the registered owner;
 - c) The State and symbol of registration;
 - d) Certificate of airworthiness to certify that the aircraft meets the airworthiness requirements established by the State of registration.
 - e) Name and address of the lessor or the person in charge of the operation of the aircraft under the lease.
 - f) A copy of the lease.

An Agreement shall be concluded by the State and the State of registration of the aircraft in which the scope, limits, and liabilities of each State shall be accurately established in relation to overseas flight operations and airworthiness pursuant to requirements stated in Article (83 bis) of the Chicago Convention.

8. An air operator in the State shall not be allowed to transfer an aircraft registered in Qatar to another air operator of another contracting State or to be engaged in operating such aircraft through another air operator of another contracting State under arrangements of lease, additional operation, or arrangements of the exchange, unless an agreement is concluded between the State of Qatar and the State of the air operator concerning the arrangements of the lease or additional operation or the transfer of responsibilities of the State of registration to another air operator, pursuant to the provisions of Article (83 *bis*) of the Chicago Convention.
9. Any other requirements established by the Civil Aviation Authority.
The Civil Aviation Authority may exempt aircraft operating for the purpose of technical tests, or educational, or training purposes, or private aircraft from the application of one or more of these requirements.

Article (14) - Power to Inspect.

1. The Civil Aviation Authority shall have the right to inspect aircraft registered in the State, ground them, or seize any documents thereof, so as to ensure the implementation of the provisions of this Law.
2. The Civil Aviation Authority shall have the right to search, without causing an unjustifiable delay, the aircraft of other contracting States upon landing or taking off, and to examine other certificates and documentations stated in this Law.
3. Such search shall be conducted by individuals designated by the Civil Aviation Authority, who shall be entitled to enter any building or aircraft used in flight operations approved by the Civil Aviation Authority.

Article (15) - Power to Search.

Representatives of customs, public security, and quarantine (health and plantation) shall have the right to search aircraft or any person or cargo on board in accordance with the laws, regulations, and rules established in the State. Such search shall be conducted under the supervision of the Civil Aviation Authority.

Article (16) - Aircraft Radio Equipments.

Any aircraft operating in the territory of the State shall not be equipped with radio devices without authorization issued by the appropriate Authority of the # in which the aircraft is registered.

The use of such devices shall not be authorized for purposes other than those related to air navigation, pursuant to the provisions of this Law and the terms of the authorization with the knowledge of the flight crew.

Article (17) - Arial Photography.

The operation of aircraft equipped with Arial photographing devices over the territory of the State shall not be permitted and the use of such equipment shall not be permitted without prior authorization issued by the appropriate Authority under the conditions established by the Civil Aviation Authority.

Article (18) - Carriage of Dangerous Goods

The following objects shall not be transported by aircraft without prior authorization by the appropriate Authority and in accordance with the conditions established by the Civil Aviation Authority:

1. Explosives, except what is necessary to operate the aircraft and give the established signals.
2. Arms and ammunition.
3. Nuclear and radio active material.

4. Poisonous gases.
5. Germs and dangerous goods.
6. Any other material determined by the appropriate authority.

Article (19) - Order On-Board the Aircraft

1. The pilot-in-command shall be responsible for the operation and safety of the aircraft during flight, and shall have the authority to take the necessary measures to maintain order on-board and shall apply the rules for that purpose.
2. Any unauthorized person shall be prohibited from interfering in the work of any flight crew member in a way that will hamper his/her performance of duties. Any person shall be prohibited from tampering with any part of the aircraft or its equipment or to commit an act which would jeopardize the safety of the aircraft or occupants.

Article (20) - Carriage of Weapons.

1. Unauthorized persons shall not carry weapons or other items on board aircraft that could be used in an act of sabotage, violence, or threat during flight, without authorization by the appropriate authority.
2. In case of carrying any of the Items referred to in the above paragraph pursuant to the established regulations, the carrier of such items shall hand them over to the representative of the operator, who shall put them in a place on board of the aircraft to which passengers do not have access. Such items should be returned after the end of the flight.

Article (21) - Carriage of Mail.

The carriage of mail or packages sent by air shall only be allowed in accordance with the established procedures for mail, taking into consideration the provisions of the international conventions to which the State is party.

Article (22) - Use of Airports.

1. Aircraft shall use the declared airports while considering the relevant laws, rules and regulations, and shall not land in any other airports except in emergency cases under the guidance of air traffic control or upon authorization by the Civil Aviation Authority.
2. Each aircraft arriving to or departing from the territory of the State shall land or take off from a public international airport, unless it is authorized to cross without landing. Upon permission from the Civil Aviation Authority, certain aircraft may be exempted from this restriction due to the nature of their operations or other considerations. Such authorization shall determine the landing airport, departure airport, the route, and the guidelines to be followed.
3. If an aircraft arriving to, departing from or flying over the territory of the State and has to land outside the international airport of the State, the pilot-in-command shall immediately notify the nearest local authority and to provide the records of the aircraft flight or the general acknowledgement or any other document upon request. In such a case, the removal of the cargo or the disembark of passengers of such aircraft shall be prohibited in the landing area before obtaining an authorization by the appropriate Authority and upon following the established procedures.

Article (23) - Compliance with the State Laws.

The passengers, crew members, cargo senders and their agents shall abide by the laws, rules and regulations governing the entry into, staying in or departing from the territory of the State.

Chapter (4)

RULES OF THE AIR

Article (24) - Power to Promulgate Rules and Regulations

The Civil Aviation Authority shall establish the rules of the air, the regulations governing over flight of aircraft, air navigation systems, protection of persons and properties on the surface and the use of the air space of the State.

Article (25) - Establishment Airways.

The Civil Aviation Authority shall designate the air traffic routs used by aircraft when entering or exiting the territory of the State.

Article (26) - Designation of Prohibited/Restricted Areas

The Civil Aviation Authority may prohibit or restrict aircraft from flying over the territory of the State or any part thereof. It may also specify and declare in advance the prohibited, restricted, and dangerous areas.

Article (27) - Adherence to the Flight Plan

The pilot-in-command shall abide by the valid flight programme and all authorizations and instruction issued by the air traffic control. He/she shall not deviate from the air route except for emergency cases, requiring immediate action. In such cases the pilot-in-command must notify the relevant air traffic control unit as soon as possible and obtain a modified authorization if necessary.

Article (28) - Flying in Prohibited or Restricted Areas

1. Should the pilot-in-command discover that he she were flying over a prohibited, restricted, or dangerous area, he/she must immediately notify the relevant air traffic control unit and must follow the instructions to the letter. Should this be difficult, the pilot-in-command must immediately land at the nearest airport in the State outside such area and to submit a detailed report on the incident and justification to the appropriate Authority.
2. Should the appropriate Authority issue a warning to an aircraft because of flying over a prohibited, restricted, or dangerous area, such aircraft must immediately implement the instructions issued by such Authority. In case of failure to do so, the necessary measures to force such an aircraft to land after notification shall be taken.

Article (29) - Responsibilities of the Pilot in Command.

The pilot-in-command shall be directly responsible for the following:

1. Flying the aircraft in accordance with the established air rules.
2. Abiding by the regulations governing the use of airport and by air traffic rules.
3. Abiding by all the authorizations and instructions issued by the air traffic control.
4. Ensuring that the aircraft has sufficient fuel for the flight.
5. Ensuring the safe conduct of the flight in accordance with the established rules and regulations.
6. Ensuring that the airworthiness procedures are taken before take off.

Article (30) – General requirements for Aircraft Operations

1. Aircraft shall not fly at altitudes less than those established by the Civil Aviation Authority except in cases of emergency or upon an authorization by such Authority.

2. Except for the requirements of take off and landing and other cases authorized by the Civil Aviation Authority, an aircraft shall only fly over a populated city or site at an altitude which enables it to land without causing damage to persons or properties on the surface in emergency cases.
3. Any aircraft shall be prohibited from flying in proximity of another aircraft in a manner that poses a risk of collision or jeopardizes its safety.
4. Aircraft shall not fly with negligence or in difference that would jeopardize the lives or properties of others.
5. Aircraft shall not use acrobatic flying or in a formation over the territory of the State without authorization of the Civil Aviation Authority.
6. Aircraft shall not dispose of, or spray, items during flight except for emergency cases or upon permission by the Civil Aviation Authority.
7. Para shooting from aircraft shall not be allowed without prior permission from the Civil Aviation Authority except for emergency cases.
8. Those who are drunk or under the influence of drugs or other substance that would weaken their ability to perform their duties in a complete manner shall be prohibited from flying an aircraft or serving as a crew member. A person shall be prohibited from taking any of the above substances on duty.
9. Unmanned aircraft shall not fly in the territory of the State without authorization from the Civil Aviation Authority
10. An aircraft shall not tow another aircraft without authorization from the Civil Aviation Authority.
11. Supersonic aircraft or those of higher levels of noise shall be prohibited from flying over the territory of the State or landing at its airports without a special authorization by the Civil Aviation Authority in which the acceptable altitude and speed are determined.

Chapter (5)

LICENSES

Article (31) - Flight Crew License.

All members of the flight crew of an aircraft operating in the territory of the State are required to hold a license issued in accordance with the laws, rules and regulations established by the State of registry. If the aircraft is registered in the State, a valid license issued or rendered valid by the Civil Aviation Authority shall be required.

Article (32) - License Issuance Conditions.

1. The Civil Aviation Authority is in charge of issuing, rendering valid and renewing flight licenses and licenses for maintaining hulls, engines and equipment of aircraft and determining the terms or reference granted by such licenses and other technical licenses related to Civil Aviation Services. The Authority shall determine the requirements for issuing, rendering valid, and renewing such licenses. Such requirements shall not be less than the internationally established levels. To achieve such objectives, the Authority may conduct the necessary theoretical and practical tests it may deem appropriate.
2. The Civil Aviation Authority shall have the right to abstain from issuing, renewing or extending any license, it also has the right to withdraw or suspend such licenses after issuing them, should it is discovered that the applicant or the holder of such licenses is under the required level or violates any of the provisions of this law.
3. Flight licenses shall be suspended should:
 - a) The holder was injured in a manner that prevents him/her for performing the duties for which the license is given.
 - b) The holder contracted a disease that will prevent him/her from performing the duties for which the license is issued for twenty days or more.

The holder of the license shall inform in writing the Civil Aviation Authority of any of the above situations in order to take the necessary procedures to conduct a new medical examination.

Article (33) - Approval of Flying Organizations.

No Institute, club, other entity or a person shall not be allowed to teach flying, provide training, or perform other aeronautical activity without an authorization from the civil aviation authority, In case of violation of the requirements of the authorization or the established laws. Rules, regulations, or instructions, the authorize shall have the right to withdraw or suspend the authorization.

Chapter (6)

REGISTRATION OF AIRCRAFT

Article (34) - Aircraft Registry.

1. The Civil Aviation Authority shall specify the signs of nationality and registration of aircraft as well as their placement on aircraft.
2. The Civil Aviation Authority shall prepare a special record under the name of "The National Record for Registration of Aircraft," in which national civil aircraft shall be registered, in accordance with the requirements and procedures specified by the authority and shall issue registration certificates after the necessary procedures are duly completed.

Article (35) - Conditions of Aircraft Registration.

The Civil Aviation Authority shall determine the requirements for the registration of aircraft owned by individuals residing in the State but not holding citizenship. It shall also define the requirements for the registration of aircraft owned by foreigners and operated by nationals.

Article (36) - Aircraft Deregistration.

An aircraft shall be removed from the registry if it is destroyed, lost or completely withdrawn from service. An aircraft shall be considered missing when the civil aviation authority issues a decision thereof. The civil aviation authority shall be entitled to add more cases for the removal from the registry. The owner or lessor of aircraft shall notify the civil aviation authority of any of the above situations upon occurrence.

Article (37) - Aircraft Legal Statue.

1. The aircraft shall be considered a mobile asset in terms of the application of the enforced Laws, Rules and Regulations of the State.
2. Legal action in respect to an aircraft registered in the national registry, including sale, mortgage, lease, etc.. to another person shall not be permitted without the approval of the Civil Aviation Authority.

Pursuant to the provisions of this Law the owner of the aircraft shall remain responsible for its operation in all situations. Any of the above legal actions shall not have an affect on the parties thereof or other parties until after it is recorded in the registry.

Chapter (7)

AIRWORTHINESS OF AIRCRAFT

Article (38) - Certificate of Airworthiness.

1. An aircraft shall not operate in the territory of the State without a valid certificate of airworthiness while is issued or rendered valid by the appropriate Authority of the State of registration under the established laws, ruled and regulations and unless such an aircraft abides by the requirements and restrictions of the certificate of airworthiness. Domestic flights for which a special authorization is issued by the Civil Aviation Authority shall be exempted.
2. The Civil Aviation Authority may render valid the certificate of airworthiness issued by another State and may define additional requirements or restrictions for such an action.
3. When applying for a certificate of airworthiness for an air craft registered in the State, the aircraft owner shall provide all technical information and documents required by the Civil Aviation Authority.
4. The operator of an aircraft registered in the State shall renew the certificate of airworthiness in accordance with the rules specified by the Civil Aviation Authority.

Article (39) - Revoking or Suspension of the Certificate of Airworthiness.

Should the Civil Aviation Authority discover that the aircraft registered in the State is unsafe or does not have an airworthiness certificate, the Authority may suspend or revoke the certificate of airworthiness, introduce the aircraft to a technical inspection, and ground the aircraft until such measures are taken to insure the safety of the aircraft are taken.

Article (40) - Approval of Maintenance Organizations.

1. The Civil Aviation Authority shall approve national or foreign organizations of maintenance of aircraft registered in the State. For the purpose of such approval, documents shall be provided and inspections shall be conducted at the expense of the applicant to ensure the efficiency and completion of such actions.
2. The Civil Aviation Authority may suspend or revoke the approval of any national or foreign organization of maintenance of aircraft registered in the State, should such organization demonstrate a reduction in technical efficiency or refrain from facilitating the conduct of inspection of the aircraft by the inspectors of the Civil Aviation Authority.

Article (41) - Aircraft Equipments and Instruments.

1. An aircraft shall not operate unless it is equipped with the necessary equipment to fly and navigate in normal and abnormal conditions in accordance with the information of the certificate of airworthiness and provisions of the Annexes of the Chicago Convention. The Civil Aviation Authority may exempt any aircraft from the above rule should it believe that such an aircraft is equipped with alternative equipment that covers the above requirements and achieves the required objectives.
2. The Civil Aviation Authority may decide to install any additional equipment in an aircraft registered in the State so as to ensure the safety of the aircraft, the crew and the passengers and to facilitate the search and rescue operations.

3. Unless stated in the certificate of airworthiness, no additional equipment shall be installed or used in an aircraft registered in the State without authorization or approval by the Civil Aviation Authority. Any equipment or components of an aircraft registered in the State and specified in the certificate of airworthiness shall not be removed, altered or modified without a prior authorization from the Civil Aviation Authority. For the purpose of authorization or approval, all documents shall be provided and inspection and other technical works shall be conducted at the expense of the applicant in order to ensure the efficiency and validity of such equipment.
4. For the purpose of the safety of the aircraft and the convenience of the passengers, the Civil Aviation Authority shall issue regulations and instructions of the above-mentioned equipment use, and the requirements for replacement or change.

Article (42) - Aircraft Maintenance and Technical Log Book.

1. The operator of any aircraft registered in the State shall not operate such an aircraft in commercial air transport or air operation without conducting the maintenance of the aircraft including engines and other equipment.
2. The pilot-in-command of an aircraft registered in the State and operating in commercial air transport or air operations shall record the following information in the technical records of the aircraft:
 - a) The times of the start and completion of the flights.
 - b) Information of any technical disruption or any other disruption of the aircraft or of the equipment that may occur during the flight. The pilot-in-command shall sign and date such information.
3. The operator of the aircraft shall be responsible for maintaining the technical records of the aircraft and a copy thereof in a different place than the aircraft.
4. The information on the maintenance of the aircraft the engines and rotors as well as, other information determined by the Civil Aviation Authority shall be recorded in the documents and technical records of the aircraft as soon as applicable after the completion of work related to such information, within no more than seven days of the time of the completion of work. Upon recording such information in any of the technical documents and records of the aircraft reference, may be made to any other documents which in this case shall be considered part of the technical documents and records of the aircraft.
5. The operator of an aircraft registered in the State shall maintain documents and technical records of the aircraft for at least two years after the expiry date or for whichever period of time determined by Civil Aviation Authority.

Article (43) - Installation of Emergency and Other Equipments.

1. Equipment of emergency and ways of using such equipment it shall be visibly placed in all aircraft registered in the State and operating in commercial air transport by using clear signs: in particular, life Jackets, if any, and instructions of usage must be highlighted clearly.
2. Upon installation or carriage of devices or equipment on-board of an aircraft, it must be ensured that such devices or equipment will not jeopardize the airworthiness of the aircraft or affect the performance of any safety-related devices or equipment.

Article (44) - Aircraft Weight and Balance.

1. Each aircraft, for which an airworthiness certificate is issued or rendered valid, shall be weighed and its center of weight shall be periodically determined according to the conditions, means and at the time selected by the authority.

2. The operator shall prepare, according to the specification of the Civil Aviation Authority, a load table for the aircraft after weighing it.
3. The operator shall maintain the load table for the aircraft for at least six month before the next weigh-in and determination of the center of weight of the aircraft.

Article (45) - Airworthiness Inspections.

The Civil Aviation Authority has the right to inspect or test the aircraft, devices, equipment or components thereof for the purpose of airworthiness. The representatives of such authority are entitled to access, at any time, any place on board of the aircraft to conduct such actions and the operator shall bear the cost of such procedures. The Civil Aviation Authority shall also have the right to issue the necessary instructions to the operator in that respect.

The Civil Aviation Authority shall have the right to suspend the airworthiness certificate should a violation of the above procedures occur.

Chapter (8)

DOCUMENTATIONS AND RECORDS

Article (46) - Documents to Be Carried Onboard.

Aircraft registered in the State shall not initiate any flight without carrying the following documentations and records on board:

1. For International Flights:
 - a) The certificate of registration of the aircraft.
 - b) The certificate of airworthiness of aircraft.
 - c) The licenses of flight crew.
 - d) The record of flights and general acknowledgement of the flight.
 - e) The license of the radio unit of the aircraft.
 - f) The operation of manuals, maintenance documents and any other document specified by the Civil Aviation Authority in respect of commercial or business air transport operations.
 - g) The list of the passengers, cargo, and mail and an acknowledgment of all related details should the aircraft carry passengers, cargo, and mail.
 - h) A list of the cargo should the aircraft conduct commercial air transport operations.
 - i) Authentic copies of the necessary insurance documents.
2. For Domestic Flights:

The Civil Aviation Authority shall specify the documentation and records stated in paragraph (1) of this Article which must be carried by the aircraft used in domestic flights. The Authority may exempt aircraft flown for technical tests or tutoring from carrying such documentation and records. The above-mentioned certificates, licenses and documents must be valid in all cases.

Article (47) - Production of Documents.

1. The operator and pilot in-command of an aircraft shall submit to the Civil Aviation Authority upon request any specific documentation or records under this Law or its regulations.
2. Should a certificate, a license, authorization, permit or any other document issued by the Civil Aviation Authority be revoked or suspended, the holder of such documents shall return it back to such authority upon request.

Article (48) - Maintenance of Documents.

The owner or the operator of an aircraft shall continue to maintain the documentation and records of such aircraft as well as the records of the flight crew even if the use or lease of the aircraft was stopped, while considering the following:

1. Should the operation of the aircraft be transferred to another individual while the aircraft is still registered in the State, the first operator must hand over to the second operator the documentation of the aircraft maintenance, records and loading programme and any other material recorded by the recorders on-board of such an aircraft.
2. Should any engine or rotor of an aircraft be removed and installed in another aircraft registered in the State and operated by another individual, the operator of the first aircraft must hand to the operator of the second aircraft the record of such engine or rotor.

3. Should a member of the flight crew of an aircraft registered in the State is transferred to work with another operator, the first operator must hand to the second operator the records of such a member. In all cases the second operator must maintain the contents of such documentation and records.

Article (49) - Illegal Use of Documents.

The following acts are prohibited:

1. The use of any certificate, license, authorization, permit, or any other document issued by the Civil Aviation Authority after they are revoked suspended or modified, or in the absence of the right to use them.
2. Lending any certificate, license, authorization, permit, or any other document issued by the Civil Aviation Authority or allowing another person to use it.
3. Impersonification for the purpose of renewing or modifying any certificate, license, authorization, or any other document for personal use or use by another person.
4. Destruction of, tampering with, or engagement in, destroying or tampering with any document or record specified for use by the provisions of this Law; modifying or deleting any of data contained thereof; or the entry of false statements during the period of maintaining such a record or a document.
5. Deletion of any data from the table of the cargo or the entry of any false statement whether on purpose or erroneously.

Chapter (9)

COMMERCIAL AIR TRANSPORT

Article (50) - Control of Commercial Air Transport.

The Civil Aviation Authority develops and oversees the commercial air transport policy in the State in accordance with the current and future requirements of the national economy and does the following:

1. Negotiates with other states to conclude scheduled and non-scheduled air transport agreements and any other agreements related to international air transport.
2. Participates in overseeing talks between national air transport entities and foreign entities to conclude such agreements or arrangements on joint investment and other trade agreements in accordance with the rules and conditions specified by such entities.
3. Oversees the commercial air transport activities by national entities and issues operational authorizations and approves the modification or cancellation of any air routes or the amendment of the number of flights.
4. Monitors the commercial air transport activities conducted by foreign entities and oversees the exercise by such entities of the air transport rights granted under the bilateral agreements.
5. Suspends or restricts the commercial air transport activities conducted by national or foreign entities should any of them violate the conditions contained in the operational authorization or the provisions of the bilateral agreements signed with foreign States or the provisions of this Law.
6. Issues authorizations for national or foreign air transport entities to conduct non-scheduled flights.
7. Approves and controls the fares of the scheduled and non-scheduled international and domestic air transport flights.
8. Issues authorizations for foreign airlines to open offices or to sub-contract their businesses to an air transport entity or company or travel and air cargo agencies under the principal of reciprocity.
9. Issues authorization for national or foreign air transport entities and companies to serve as agencies of sales and air cargo in the State and sets the controls regulating such activities.

Article (51) - Air Operator Certificate and its Operational Specifications.

1. The operator shall not operate aircraft until after obtaining operational specifications approved by the Civil Aviation Authority. Such specifications shall be part of the authorization granted to the operator and are compulsory. The operator shall provide sufficient copies of the operational specifications related to their operations in each of his/her headquarters and shall notify the staff of such specifications and include them in their own manual.
2. Amendments to the operational specifications may be conducted upon request from the operator after the approval of the Civil Aviation Authority.

Article (52) - Operations Manual.

1. The operator shall issue an operations manual for the guidance and use of pilots and operational staff, in which the operator shall determine duties and responsibilities. Such manual shall not include instructions or information that contradict international laws and regulations.

2. The operator shall issue a manual for each type of aircraft which the operator operates and such manual must be approved by the Civil Aviation Authority of the State of the manufacturer. Such manual shall contain the information necessary for pilots and air engineers to perform their duties for such a type at the required level of safety under normal and abnormal conditions.
3. The operator shall submit to the Civil Aviation Authority copies of the operations manual and aircraft manual for each type of aircraft the operator operates as well as any amendments to such manuals for approval before applying them. The operator shall carry an approved copy of the operations manual and the aircraft manual of board of the aircraft during flight.

Article (53) - Crew Complement.

1. The Civil Aviation Authority shall have the right to decide to add one or more members to the flight crew for all or some flights in addition to the set-up established in the certificate of airworthiness to ensure the safety of the flight.
2. No members of the flight crew shall perform the duties of two or more members at the same time.
3. The Civil Aviation Authority shall have the right to decide on the presence of air hosts on board of the aircraft; these number shall be determined according to instructions issued by such authority to perform work related to the safety and service of the passengers.

Article (54) - Flight Time and Duty Period Limitations.

The Civil Aviation Authority shall develop the regulations and instructions determining flight times, work hours and rest time of the members of the flight crew.

Article (55) - Aircraft Loading.

The operator shall allow the aircraft to be loaded only under the supervision of a trained and approved person from the Civil Aviation Authority, who should be provided with sufficient written instructions concerning the distribution, placement and security of the cargo, including the following:

1. The cargo must be safe throughout the flight.
2. The regulations or instructions, including any requirements stated in this certificate of airworthiness or the manual of the aircraft must be implemented.

Article (56) - Operations Control.

The operators, or their representatives, shall be responsible for controlling the flight operations of their aircraft so as to ensure the conduct of such operations in accordance with the specified levels to safety and the implementation of the provisions of the laws and rules and regulations thereof.

Article (57) - Use of Aircraft Instruments, Flight Deck Entry, Passenger's Briefing

1. No person shall be allowed to use the equipment of flying the aircraft during flight unless that person is a qualified pilot who is assigned by the operator.
2. No person shall be allowed into the cockpit unless that person is a crew member, an inspector or an observer appointed by the Civil Aviation Authority or assigned by the operator or the Civil Aviation Authority to perform a certain task during flight.
3. The operator shall take the necessary procedures to guide the passengers to the places and ways of using seat belts, emergency exits, life jackets, oxygen devices and other emergency equipment available for individuals or collective use.

Article (58) - Report of Abnormal Weather Phenomena, Entries into Technical Log, Mandatory Occurrence Reports.

1. Should the pilot in-command face abnormal weather conditions during flight or observe an abnormal performance of the air navigation aids or other aircraft equipment, posing a threat to the flight, the pilot in-command shall inform the appropriate air traffic services unit and civil aviation authority of such conditions as well as any other condition that could jeopardize the flight safety.
2. The pilot in-command shall record in the technical record of the aircraft any malfunction or abnormal performance of any equipment on the aircraft that might take place or be observed during the flight. Before starting the flight the pilot-in-command shall ensure that all the repairs of the malfunction and action in relation to remarks previously recorded in the technical record of the aircraft has been taken.
3. The operator of the aircraft registered in the State shall inform the Civil Aviation Authority of any occurrence, malfunction or abnormal performance of the equipment or other components of the aircraft, observed during the operation or maintenance of such aircraft and that could jeopardize the safety of the aircraft, passengers or crew as well as any other condition decided by the Civil Aviation Authority within 72 hours from the time of such occurrence.

Chapter (10)

FLIGHT CHARGES

Article (59) - Fees and Charges.

The Council of Ministers, upon proposals by the Civil Aviation Authority, shall determine the charges of the registration of aircraft; the issuance, approval, renewal, and replacement of licenses, certificates and authorizations, and the use of civil aviation services landing and parking.

(Article 60) - Exemptions

The following aircraft shall be exempted from the charges stated in the previous Article:

1. State aircraft,
2. Aircraft of Kings, Emirs and Heads of States,
3. Aircraft of delegations conducting State visits,
4. Aircraft of the United Nations and its specialized agencies,
5. Aircraft of the Arab League and its specialized agencies,
6. Aircraft used free of charge in medical, relief, search and rescue operations and other humanitarian services, including those of the Red Crescent and the Red Cross,
7. Other aircraft specified by the Council of Ministers.

Chapter (11)

AVIATION ACCIDENTS

Article (61) - Power to Investigate Aircraft Accidents or Incidents

The Civil Aviation Authority, in its capacity or through a delegation to another entity, shall investigate aviation accidents within the territory of the State and accidents of national civil aircraft in the high seas. Should an accident occur in the jurisdiction of local Authority, such Authority shall immediately inform the Civil Aviation Authority while preventing such an aircraft from take-off and preserving all parts and wreckage until the arrival of the Civil Aviation Authority representatives.

The Civil Aviation Authority shall develop regulations concerning the investigation of violations or aviation accidents occurring in the territory of the State or accidents of civil aircraft in the high seas including the following:

1. The necessary notice submitted concerning accidents.
2. The ban or suspension of an investigation or denying access to the aircraft to which the accident occurred by foreign Authority.
3. The delegation to one or more persons the authority of examining, removing, and taking the necessary procedure for the protection of, or dealing with, that aircraft.
4. The authority and requirements for the cancellation, suspension or return of any authorization or certificate granted under this Law or the withdrawal or cancellation of any approval granted by the State to any certificate issued by another authority in another State, should the investigation deem such a measure necessary.
5. The right of the delegated person to obtain the data, information, and documents necessary for the investigation and to request the assistance of another person approved by the Civil Aviation Authority.
6. The right of the delegated person to ask the following from those in charge of the aircraft or the vehicle:
 - a) Grounding or detaining the aircraft or the vehicle for a reasonable period of time.
 - b) Taking the necessary steps to verify the reports of such an aircraft or vehicle or any parts thereof.

Article (62) - the Power of Investigation Committee.

The investigating committee formed by the Civil Aviation Authority shall have the right to access, search and examine the place of the accident and other places useful to the investigation; to summon individuals; to interrogate witnesses; to obtain information or documents deemed necessary by the investigating committee; and to take the necessary measures to keep the aircraft, its cargo and parts and to remove it or a part of it to conduct the necessary tests. The removal of the aircraft, wreckage or cargo from the place of the accident shall only be allowed by the investigating committee. The security authority and other administrative entities shall take the necessary measures to facilitate the work of investigating committee and the implementation of all relevant instructions.

Article (63) - Participating Parties.

A representative of the State, in which the aircraft is registered or in which the aircraft was manufactured, or the State of the operator of the aircraft subject to an accident, may be allowed to attend the investigation as an observer, and is entitled to ask for the assistance of a qualified technician.

Article (64) - Reports.

The investigating committee shall submit a report on the causes and surroundings of the accident to the Civil Aviation Authority. Such reports and the findings therein shall be reported to the International Civil Aviation Organization and the State of the registry of the aircraft in accordance with international laws and regulations. The manufacturer, owner, operator, insurers and victims shall have the right to obtain a copy thereof.

Article (65) - Legal Proceedings.

If the investigating committee discovers that the accident constitutes a crime or a suspected crime, the committee shall refer the subject to the appropriate investigating Authority of the State to take the necessary legal proceedings.

Article (66) - Accidents Involving Military Aircraft.

If an aviation accident occurs in the territory of the State and involves one or more military or civilian aircraft, an investigating committee shall be formed and shall consist of representatives of the Civil Aviation Authority, the military aviation authority and the State Security Authority.

Article (67) – Re-opening of an Investigations.

The Civil Aviation Authority may re-open the investigation into aviation accidents with a probable cause, should new evidence that would affect the result of the investigation emerge. The final report developed by the investigating committee into an aircraft accident shall be deemed correct in terms of facts recorded.

Article (68) - Participating in Investigation of Accidents Involving a Qatari Persons or Aircraft.

If an aviation accident that involves a civil aircraft registered in the State or operated by a national outside the territory of the State occur, the Civil Aviation Authority may send immediately after the accident one or more representatives to be present at the investigation in the State of the occurrence.

Chapter (12)

SEARCH AND RESCUE

Article (69) - Availability of Search and Rescue Services.

1. Search and rescue mean all support - even if it is only notice - provided to an aircraft or occupants thereof, who are subject to destruction or facing a threat or difficulties that would jeopardize the safety.
2. Any person shall not refrain from providing any support necessary for the search and rescue operations once the appropriate Authority request that.

Article (70) - Search and Rescue Responsibilities.

1. The Civil Aviation Authority shall identify the areas of responsibility for the search and rescue operations and shall determine the center for coordinating the activities of such operations in accordance with the requirements of the International Civil Aviation Organization.
2. The Civil Aviation Authority shall organize, with the participation of the appropriate Authority, rescue units of the State so as to be in full alert to act in accordance with the established plans.
3. the Civil Aviation Authority shall take the necessary arrangements to ensure coordination and cooperation with the appropriate Authority in other States, specially the neighboring States, in relation to search and rescue operations.

Article (71) - Search and Rescue in Prohibited Areas

The Civil Aviation Authority shall grant persons and aircraft conducting search and rescue operations access to prohibited areas under the supervision of the Civil Aviation Authority if there is a possibility that the aircraft is present in such areas or that the accident occurred therein.

Article (72) - Cost and Compensations

The operator of the rescued aircraft shall pay the expenses of the search and rescue assistance, the compensations for the damage caused during or as a result of, the search and rescue operations, and the ensuing remunerations.

Article (73) - Compensations Claims of the Search and Rescue Operations

The courts of the State shall be competent courts for compensations claims of the search and rescue operations, should the accident occur in the territory of the State, the high seas or in an area outside the sovereignty of the State in the following cases:

1. Should the aircraft, for which the search and rescue operation is conducted, be registered in the State.
2. Should the claimant be a national of the State.
3. Should the aircraft subject to the accident be found in the territory of the State.

Chapter 13

LIABILITIES AND INTERESTS RELATED TO THE OPERATION OF AIRCRAFT

Article (74) - Applicability of Warsaw Convention

The provisions of the Convention on the Unification of Certain Rules of the International Air Transport, signed at Warsaw on 12 October 1929 and other amending and supplementing agreements thereof acceded to by the State shall be applicable to air transport.

Article (75) - Responsibility of Shippers and Receivers

The carrier shall be liable for the dumping the cargo during flight to the shippers and the receivers.

Article (76) - unruly Passengers

The Carrier shall not be liable should the pilot-in-command remove a disruptive passenger or a passenger that jeopardizes the safety of the aircraft or its passengers.

Article (77) - Completing of Documents

All air carriers operating in the territory of the State shall ensure that all passengers and cargo have the documents and papers necessary to exit the State and to enter the destination airport.

Article (78) - Passenger's Rights

All passengers holding a confirmed air ticket in compliance with the established requirements and regulations shall be entitled to a compensation by the airline if such passenger is made unable to travel using such a ticket.

Article (79) - Compensation for Damage

Those who suffer damage on the surface shall be entitle to a compensation upon proving that the damage is a direct result of an aircraft in flight or of a person or an object that fell from such an aircraft.

In terms of vehicles lighter than air, the state of flight starts upon separation from the surface until settling on it. The general rules enforced in the State shall be applied, except for the cases stated in this Article.

Article (80) - Responsibility of the Owner

The operator of the aircraft shall be liable for paying the compensation referred to in the above Article. The owner or the lessee, under whose name the aircraft is registered, shall be deemed as an operator thereof and shall be liable in this capacity.

Article (81) - Operator Operational Responsibility

If a person uses the aircraft without the consent of the operator, such an operator shall be deemed liable, in conjunction with the user without consent, for the damage that entails the compensation referred to in Article (79) of this Law, unless the operator demonstrates that the procedures necessary to avoid such use were taken. Each of them shall be commit it to pay such a compensation in accordance with the requirements stated in this law.

Article (82) - Conditions for the Compensation Liability

The liability for the compensation shall not be established if the damage is directly caused by an arm conflict or domestic unrests, the victim is banned from using the aircraft upon

orders from the general Authority or if it is proven that the damage is a result of an error, negligence or refrain by the victim, subordinates or representatives.

If the liable person proves that the victim, subordinates or representative contributed to the damage, the compensation shall be reduced according to their contribution.

Article (83) - Third Parties on the Surface Damage Compensation

If third parties on the surface suffer damages that would entail a compensation under the provisions of this law as a result of a collusion between two or more aircraft during flight or as a result of an aircraft blocking the course of another, each of the aircraft shall be considered party to the damage caused.

Article (84) – Determination of the Compensation’s Value

The cap of the compensation for the damage caused by aircraft to third parties on the surface in the territory of the State shall be determined in accordance with the International Conventions to which the STATE is party.

Article (85) - Operator’s Liability

1. The liability of the operator for the compensation under the provisions of this Law shall be unlimited, if it is proven that the damage is caused by an act or an omission by such an operator, subordinates, or representatives with the intention of causing damage or it is the result of a major error or negligence accompanied by knowledge of the possibility of the damage.
2. if a person seizes an aircraft illegally or uses it without the consent of the rightful user, the liability of such a person shall be unlimited.

Article (86) – Maximum Value of the Compensations

1. If there is multiple parties liable for the damage under the provisions of this Law, the total compensation paid to the victims shall not exceed the cap of the compensation imposed on a single party without prejudice to the provisions of the previous Article.
2. Upon applying Article (83) of this Law, the victim shall be entitled to a compensation that does not exceed the total caps imposed on the aircraft which contributed to the damage. The operator however shall not be responsible for the payment of compensation that exceeds the cap specified for the aircraft unless the liability of such an operation was unlimited in accordance with the provisions of the previous Article.

Article (87) - Liability Limit

If the total amount of the compensation exceeds the limits of the established liability under the provisions of Article (85) of this Law, the rules of the Rome Convention of 1952 shall be applied while considering the following:

1. If the compensation is related to death or physical injuries or damages to properties individually, such compensations shall be reduced according to the amount allocated to each of the above cases.
2. If the compensation is related only to death, physical injuries and damages to properties together, half of the total amount prepared for distribution shall be allocated to compensate the cases of death and physical injuries, while giving the priority to these two cases. Should the amount be insufficient, it shall be proportionately distributed between these two cases.

The other half of the total amount prepared for distribution shall be distributed proportionately among the cases of damages to properties. If an amount remains after that, it shall be added to the first half that is allocated to the compensation for death and physical injuries.

Article (88) - Courts

Claims for compensation for damages caused by aircraft to third parties on the surface in the State shall be filed at the courts of the place of the occurrence, one or more claimants may agree with one or more defendants to file the claim at the courts of another State.

Article (89) - Lapsing of Lawsuits

The claim for compensation for damage caused by aircraft to third parties on the surface shall not be filed after two years from the date of the occurrence of the accident.

Article (90) - Insurance Cover

While considering the provisions established in this Law, all aircraft operators working in the territory of the State shall buy an insurance to cover the liability for the damages caused to passengers, baggage, and cargo on-board of the aircraft and other damages caused by the aircraft to third parties on the surface. Such operators shall also buy insurance for employees subject to dangers of aviation to cover damage that might result thereof.

Article (91) - Insurers

The insurance stated in the previous Article shall be made with a certified insurance company under the laws of the State of the registration of the aircraft.

Article (92) - Certificate of Insurance

The Civil Aviation Authority may oblige all aircraft working in the territory of the State to carry on-board a certificate issued by the insurer to prove the insurance under the provisions of this Law as well as a certificate that proves the insurer's financial ability that would be issued by the appropriate authority of the State of registration of the aircraft or the State where the insurer have a residence or the principal place of business.

The deposit of authentic copies of the above certificates with the Civil Aviation Authority shall replace the carriage of such certificate.

Chapter (14)

CRIMES OF AGGRESSION AGAINST AIRCRAFT

Article (93) - Definitions

For the purpose of the provisions of this Chapter:

1. An aircraft shall be considered in flight at any time from the moment all external doors are closed after passengers go on board, until such doors are opened for the disembarkation of passengers.
2. An aircraft shall be considered in service upon preparing it for flight by ground handling staff or the aircraft crew to conduct a specific flight until after 24 hours from the time of landing of such an aircraft.

Article (94) - Acts to Be Considered As Crime against an Aircraft

Persons who deliberately commit, or attempt to commit, or are a partners of a person who commits or attempts to commit, any of the following acts shall be considered perpetrators of a crime against an aircraft:

1. To conduct an act of violence against a person on-board of an aircraft in flight, should such an act jeopardize the safety of such an aircraft.
2. To seize, destroy or damage an aircraft in service in a way that would renders it unable to fly or jeopardize its safety in flight.
3. To place or cause to place an item or a device on-board of an aircraft in service to destroy it or damage it in a way that would renders it unable to fly or damage it in a way that jeopardize its safety during flight.
4. To destroy or damage air navigation facilities or interfere in their operations, should such an act jeopardize the safety of the aircraft during flight.
5. To use, or threaten to use, force or any other form of coercion in seizing an aircraft or controlling it during flight.
6. To knowingly submit false information to jeopardize the safety of an aircraft during flight.

Article (95) - Judicial Authority

The State shall assume its judicial authority concerning the crimes stated in Article (94) of this Law in the following cases:

7. When the crime is committed in the territory of the State.
8. When a crime is committed against, or on-board of, an aircraft registered in the State.
9. When the aircraft, on-board of which a crime was committed, lands in the territory of the State while the defendant is still on-board.
10. Should the crime be committed on-board of an aircraft leased to a lessee whose principle place of business or permanent residence is in the state.
11. When the defendant is present in the territory of the state unless it extradited to any other concern state.
12. In any other case in which the State exercises jurisdictions under its own Laws and Regulations.

Article (96) - The State Joint Responsibility

If a State, in conjunction with another State or other States, establishes joint or international air transport organizations that operate aircraft of joint or international registration, the Civil Aviation Authority shall determine, in agreement with such State or

states, the State that has the judicial competency and that shall serve as the State of registration for the purposes of this Law.

Article (97) - Power of the Pilot in Command to Take Preventive Measures

The pilot-in-command may take the necessary and preventive measures, including the restriction of the movement of the person who commits, or attempts to commit, a crime or one of the acts stated by this Law, the pilot-in-command may also order the members of the flight crew or authorize them to assist him or her.

Article (98) - Power of the Pilot In Command to Refuse and Extradite Passengers

13. The pilot-in-command may ask the appropriate Authority of the State upon landing in the territory of such State to disembark the person referred to in the previous Article while setting justification for that procedure.
14. Should the pilot-in-command decide to extradite a person due to the seriousness of the crime, the pilot-in-command shall notify the Authority of the State of landing, as soon as possible, of that action and the causes thereof and shall provide the evidence and information available upon landing.

Article (99) - Limit of Responsibility

In relation to the procedures taken in accordance with the two previous Articles, the responsibility of the pilot-in-command, any other member of the flight crew, any passenger, the owner, the operator of aircraft or the person for whom the aircraft is flown, for the compensation for any damage that might occur to the a person against whom the procedures are taken, shall be eliminated if it is proven that such a person was intended to commit one of the acts referred to in Articles (97) and (98).

Article (100) - Arrest of Persons

The appropriate Authority may receive any person extradited by the pilot-in-command in accordance with Item 2 of Article (98) of this Law and shall initiate an immediate investigation of the accident.

If these Authorities discover that the crime falls within its jurisdiction, the State shall continue to detain the offender and shall take him to the judicial Authority. If it becomes evident that it does not fall within its jurisdiction, such Authority, in coordination with other relevant Authority in the State, shall have the right to refuse to receive the defendant, to deport him/her or extradite him/her to the State from which the flight begins.

Article (101) - Measures to Prevent Criminal Activities.

The Civil Aviation Authority may, in coordination with other relevant Authority, take all the preventive measures to stop acts and crimes against the safety and security of aircraft or on-board of aircraft under the International Conventions and Laws.

Chapter (15)

PENALTIES

Article (102) Types of Penalties

Without prejudice to the penalties established by the provisions of this Law, the Civil Aviation Authority may take the following procedures, in case of violation of the provisions, rules, regulations, decisions and instructions of implementation of this Law:

1. To prevent, stop, or remove violations of Articles (7), (8) and (9) of this Law while obligating the violator to pay all expenses born by the State in that respect upon an order or a ruling of the respective court.
2. To suspend or revoke the authorization or permit issued by the State to the operator or the aircraft for a specific period of time.
3. To suspend or withdraw the validity of the airworthiness certificate of the aircraft.
4. To suspend or complete by withdraw the flying license or other license issued or rendered valid by the State.
5. To prevent the aircraft from flight for a specific period of time or to force it to land after warning it.
6. To prevent the pilot-in-command from flight in the territory of the State temporarily or indefinitely.

Article (103) - Infringement of the Law

An operator or a carrier that commits, or engages in committing, an unlawful act personally or through representatives under the provisions of this Law or decision of implementation thereof, or who refrains from initiating an act stated by such provisions shall pay a fine of no more than Ten Thousand Ryals.

Article (104) – Infringement of Approved Air Fares

1. A fine of no more that ten thousand Ryals shall be imposed on each airline or air transport facility that declares, or collects, fares or charges deferent from the approved fares or charges of air transport: Such a fine shall be doubled in case of reoccurrence together with the possible withdrawal of the authorization given to it.
2. The Civil Aviation Authority shall be entitled to a compensation equivalent to the double amount of the transport fare collected by any foreign air transport company or facility that violates the provisions of the bilateral agreements signed by the State and the State of the company or the facility or in violation of the provisions of the authorization issued by it.

Article (105) - Fines

1. A punishment of no more than one year imprisonment and a fine of no more than fifty thousand Ryals shall be enforced on the following:
 - a) The owner, operator or pilot-in-command, whose aircraft is flown without authorization or permit or prior to obtaining a certificate of registration or a certificate of airworthiness or after the expiry of thereof.
 - b) Who flies an aircraft without having the right to do so, or without obtaining the necessary certificates or licenses issued in accordance to the provisions of this Law.
 - c) Who flies an aircraft or serves as a member of the flight crew while under the effect of alcohol, narcotics, or drugs that would weaken the ability to fly an aircraft or to conduct the assigned duties.

- d) Who damages the facilities of communications of aviation or navigation aids on the surface or fails to maintain them should this fall into their assignment.
 - e) The pilot-in-command who does not record the required data in the documents or records of the aircraft or tamper therewith.
2. A punishment of no more than three years imprisonment and/or a fine of one-hundred thousand Ryals shall be enforced on the following:
- a) Who flies an aircraft without identifiers signs of nationality or registration or with incorrect or unclear signs.
 - b) Who flies an aircraft over a restricted area, or who unintentionally flies over such areas and does not comply with the relevant orders.
 - c) Who does not follow the order of landing during flight over the territory of the State.
 - d) Who lands or takes off outside the specified airports or sites or who flies outside the specified routs unless there is a specific authorization thereof by the appropriate Authority.
 - e) Who flies an aircraft over the territory of the State while carrying the following without permission:
 - (1) Military weapons or ammunition or any other material prohibited by the laws and regulations of the State.
 - (2) Persons with the intention of smuggling or committing a crime even if it is not committed.
 - f) Who refrains, without justification, from responding to a request by the appropriate authority to use the available means to rescue an aircraft or a person in distress because of an aviation accident.

Article (106) - Penalties for Acts Which Jeopardize Safety of Aviation

A punishment of no more than five years imprisonment shall be enforced on the following:

- 1. Who steals equipment of services or air navigation facilities or any other equipment or devices or cables that would be necessary to ensure the safety of aviation.
- 2. Who damages, disrupts, jeopardizes facilities, buildings, cables, devices, machines or the necessary equipment to ensure the safety of aviation.

Article (107) - Destruction of Navigation Facility

A punishment of no more than ten years imprisonment shall be enforced on those who commit on purpose one of the crimes referred to in Article (94) of this law.

A punishment of life imprisonment shall be enforced, should such an act result in the destruction of an aircraft or air navigation facilities.

The death penalty or life imprisonment shall be enforced should such an act result in the death of a person.

Article (108) - Crimes That Comes Under Penal Code Or Other National Laws

The provisions of this Law do not supersede stricter punishments stated by the Penalty Code or any other laws.

Article (109) - Confiscation of Aircraft

Aircrafts shall be confiscated in the following cases:

- 1. Carrying of incorrect signs of nationality or registration or the lack of correct ones.
- 2. Transporting weapons or ammunition with the intention of smuggling or photography equipment by the owner or the operator of the aircraft.

Article (110) - Limit of Jurisdictions Powers

With consideration of Article (95) of this Law, the court of the State shall be competent to examine all crimes committed in violation of the provisions of this Law or the enforcing decisions, rules or regulations, should such crimes be committed in the territory of the State, on-board of the aircraft registered in the State, or during flight of such an aircraft over the high seas or in places outside the jurisdiction of any State.

Article (111) – Power of CAA Inspectors

The staff members of the Civil Aviation Authority for which a secondment resolution is issued by the Council of Ministers shall have the capacity of the judicial officers in relation to acts committed in violation of the provisions of this Law or the enforcement decisions thereof.

Article (112) - Superseding of This Law

The provisions of Law No. (3) of 1974 on the procedures of the investigation of aviation accidents and the provisions of any other law that contradict this Law shall be revoked.

Article (113) - Law Execution

This Law shall be enforced by all the appropriate Authority and shall be promulgated in the official Gazette.

(signed)

Hamad Ben Khalifa Al-Thany
The Emir of the State of Qatar

Issued at the Bureau of the Emir on 13/4/1423H (24/06/2002)