

[back](#)

Law Viewer

[Home](#)

AVIATION AND RAIL ACCIDENT INVESTIGATION ACT

Act No. 7692, Nov. 8, 2005
Amended by Act No. 8852, Feb. 29, 2008
Act No. 9780, Jun. 9, 2009
Act No. 9781, Jun. 9, 2009
Act No. 11646, Mar. 22, 2013
Act No. 11690, Mar. 23, 2013

CHAPTER I GENERAL PROVISIONS

Article 1 (Purpose)

The purpose of this Act is to contribute to the prevention of aviation and railway accidents and to secure safety by establishing the Aviation and Railway Accident Investigation Board to conduct independent and unbiased investigation and precisely identify causes of aviation and railway accidents.

Article 2 (Definitions)

- (1) The terms used in this Act shall be defined as follows: <Amended by Act No.9780&9781, Jun. 9, 2009; Act No. 11646, Mar. 22, 2013>
1. The term "aviation accident" means an aircraft accident under subparagraph 13 of [Article 2 of the Aviation Act](#), a light aircraft accident under subparagraph 27 of the same Article, and an ultra light flying equipment accident under subparagraph 29 of the same Article;
 2. The term "aircraft incident" means an aircraft incident under subparagraph 14 of [Article 2 of the Aviation Act](#);
 3. The term "aviation accidents, etc." means aircraft accidents under subparagraph 1 and aircraft incidents under subparagraph 2;
 4. and 5. Deleted; <by Act No. 9781, Jun. 9, 2009>
 6. The term "railway accident" means the occurrence of human casualties or damage to goods during the operation of railway rolling stock or trains on railways (including urban railways; hereinafter the same shall apply) and which falls under any of the following subparagraphs:
 - (a) Collision or derailment of trains;
 - (b) Occurrence of fire on railway rolling stock or a train which results in interruption of operations;
 - (c) An accident causing no less than three casualties in relation to the operation of railway rolling stock or a train;
 - (d) An accident causing no less than 50 million won in property damage in relation to the operation of railway rolling stock or a train.
 7. The term "accident investigation" means processes and activities performed by the Aviation and Railway Accident Investigation Board under [Article 4](#) for the purposes of prevention of aviation and railway accident, etc. including collection, analysis and identification of causes of information, data, etc. relevant to aviation accidents, etc. and railway accidents (hereinafter referred to as "aviation and railway accidents, etc."), safety recommendations concerning aviation and railway safety, etc.
- (2)

Except for those terms used in this Act, other terms shall mean as defined in the [Aviation Act](#) and the [Railroad Safety Act](#).

Article 3 (Scope of Application, etc.)

- (1) This Act shall apply to investigation of aviation and railway accidents, etc. falling under any of the following subparagraphs:
 1. Aviation and railway accidents, etc. which occur within the territory of the Republic of Korea;
 2. Aviation accidents, etc. which occur outside the territory of the Republic of Korea and which are under the jurisdiction of the Republic of Korea in accordance with the Convention on International Civil Aviation.
- (2) Notwithstanding paragraph (1), this Act shall not apply to investigations of aviation accidents into aircraft of State agencies, etc. under Article subparagraph 2 of [Article 2 of the Aviation Act](#), except for cases falling under the following subparagraphs: <Amended by Act No. 9781, Jun. 9, 2009>
 1. Where a person is deceased or missing;
 2. Where the aircraft of State agencies, etc. are beyond repair or refurbishment;
 3. Where the location of the aircraft of State agencies, etc. is unidentified or access to the aircraft of State agencies, etc. is impossible.
- (3) Notwithstanding paragraph (1), this Act shall not apply to investigations of aviation accidents into aircraft under [Article 2-3 of the Aviation Act](#).
- (4) Matters not provided for in this Act with regard to investigations into aviation accidents, etc. shall be implemented in compliance with the standards and practices adopted in the Convention on International Civil Aviation and the Annexes thereto. <Newly Inserted by Act No. 11646, Mar. 22, 2013>

CHAPTER II AVIATION AND RAILWAY ACCIDENT INVESTIGATION BOARD

Article 4 (Establishment of Aviation and Railway Accident Investigation Board)

- (1) There shall be established an Aviation and Railway Accident Investigation Board (hereinafter referred to as the "Board") within the Ministry of Land, Infrastructure and Transport in order to conduct investigations into aviation and railway accidents, etc. in an independent manner, for the purpose of identifying their causes and the prevention thereof. <Amended by Act No. 8852, Feb. 29, 2008; Act No. 11690, Mar. 23, 2013>
- (2) The Minister of Land, Infrastructure and Transport shall direct and supervise the Board with respect to general administrative affairs, but shall not be involved in any accident investigation. <Amended by Act No. 8852, Feb. 29, 2008; Act No. 11690, Mar. 23, 2013>

Article 5 (Duties of Board)

The Board shall perform following duties:

1. Investigation of accident;
2. Preparation, resolution and announcement of accident investigation reports under [Article 25](#);
3. Safety recommendations, etc. under [Article 26](#);
4. Surveys and research necessary for investigation of accident;
5. Designation of research and educational institutions related to investigation of accident;
6. Other matters prescribed by the Convention on International Civil Aviation and the Annex to the Convention concerning investigation of aviation accident.

Article 6 (Composition of Board)

- (1) The Board shall be comprised of not more than 12 members, including one Chairperson, and the number of members prescribed by Presidential Decree, from among the members, shall become standing members.
- (2) The Chairperson and standing members shall be appointed by the President of Republic of Korea, while non-standing members shall be commissioned by the Minister of Land, Infrastructure and Transport. <Amended by Act No. 8852, Feb. 29, 2008; Act No. 11690, Mar. 23, 2013>
- (3) The class of standing members shall be prescribed by Presidential Decree.

Article 7 (Qualifications of Board Members)

Those persons eligible for membership shall have aviation and railway-related expertise or experience and fall under any of the following:

1. A person with a minimum of ten years' career after accredited as a qualified lawyer;
2. A person with a minimum of five years' teaching experience in university as an associate professor or a higher position in the field of aviation and railway or safety management;
3. A person with a minimum of two years' experience in the administrative agency as a senior official in Grade IV or higher position;
4. A person with a doctorate degree and a minimum of ten years' work experience in the professional organizations in the aviation, railway or medical sectors;
5. A person with a minimum of ten years' work experience in an air transport business after obtaining a qualification certificate as an airman, and retiring from the air transport business three years prior to the date of appointment;
6. A person with a minimum of ten years' work experience in railway facilities or railway operating business, and retiring from the such business three years prior to the date of appointment or commission;
7. A person with a minimum of ten years' experience in aviation businesses related to aircraft of State agencies, etc. or aircraft used for military, police services, or a customs house.

Article 8 (Disqualifications of Board Members)

No person who falls under any of the following subparagraphs shall become a Board member:

1. An incompetent, quasi-incompetent person or a person who has been declared bankrupt, but has not yet been reinstated;
2. A person who has been sentenced to imprisonment without prison labor or heavier punishment, and three years have not yet lapsed since the expiration of the term of sentence (including cases where the execution of the sentence is deemed to have been terminated) or since the decision to waive such sentence has been made;
3. A person who is under a grace period after having been sentenced to a suspended sentence of imprisonment without prison labor or heavier punishment;
4. A person who is disqualified, or whose qualification is suspended according to a court ruling or Acts;
5. A person who operates an air transport business, engages in manufacturing, rebuilding, maintenance and sales businesses of aircraft, an ultra light flying device, or operates other aviation-related businesses, or an executive or an employee of such person;
6. A person who operates a railway business, manages railway facilities, manufactures/assembles/imports railway rolling stock, constructs railways, sells railway equipment/devices, or operates other railway-related businesses, or an executive or an employee of such person.

Article 9 (Status Guarantee of Board Members)

- (1) Each member of the Board shall execute his/her authority independently during his/her term of office, with respect to his/her duties.
- (2) No member the Board shall be dismissed or discharged from his/her duties against his/her will except cases falling under any of the following subparagraphs:
 1. Where he/she falls under any of the subparagraphs of [Article 8](#);
 2. Where he/she deems unable to perform his/her duties due to mental or physical weakness;
 3. Where it becomes improper to perform duties as a member of the Board by violating official obligations under this Act.

Article 10 (Duties, etc. of Chairperson)

- (1) The Chairperson shall represent the Board and exercise overall control over its general affairs.
- (2) Where the Chairperson is unable to perform his/her duties for an unavoidable reason, a Board member designated by the Chairperson in advance, a standing member, and an elder among the Board members shall act for him/her.

Article 11 (Term of Office for Board Members)

The term of office for Board members shall be three years, and Board members may be re-appointed.

Article 12 (Meetings and Resolutions)

- (1) Meetings shall be convened by the Chairperson and the Chairperson shall preside over such meetings.
- (2) Any resolution of the Board shall require the consent of a majority of all incumbent Board members.

Article 13 (Committees)

- (1) The Board may establish committees in order to effectively deliberate on details of accident investigation.
- (2) Any resolution by a committee pursuant to paragraph (1) shall be deemed a resolution of the Board.
- (3) Matters necessary for organization and operation of sub-committees shall be prescribed by Presidential Decree.

Article 14 (Advisors)

Where deemed necessary to seek advice on investigation of accident, the Board may appoint an expert having expertise and experience in the fields of aviation and railway as an advisor, as prescribed by Presidential Decree.

Article 15 (Restrictions on Engaging in Duties)

- (1) The Board shall not have any member deemed to have a close relationship with a person who has caused any aviation and railway accident, etc. participate in meetings relevant to any aviation and railway accident, etc. in question.
- (2) Any Board member falling under paragraph (1), may avoid any Board meeting relevant to aviation and railway accident, etc. in question.

Article 16 (Secretariat)

- (1) A secretariat shall be established within the Board to administer the general affairs of the Board.
- (2) The secretariat shall be comprised of the Secretariat General, accident inspection officers, and other staff.
- (3) The Secretariat General shall handle general affairs of the secretariat by taking orders from the Chairperson.

- (4) Matters necessary for organization and operation of the secretariat shall be prescribed by Presidential Decree.

CHAPTER III INVESTIGATION OF ACCIDENT

Article 17 (Notification of Occurrence of Aviation and Railway Accidents, etc.)

- (1) A captain of an airplane, owner of such airplane, etc. under the proviso to [Article 50 \(5\) of the Aviation Act](#), a railway operator, etc. under [Article 61 \(1\) of the Railroad Safety Act](#), a person engaging in aviation or railway, and any other related person (hereinafter referred to as "persons, etc. engaging in aviation and railway") who becomes aware of the occurrence of an aviation or railway accident, etc. shall notify the Board of such fact without delay: Provided, That in cases of aircraft of State agencies, etc. under subparagraph 2 of [Article 2 of the Aviation Act](#), any person engaging in aviation duties relevant thereto shall report to the head of the competent administrative agency, and the head of the competent administrative agency in receipt of such report shall notify the Board thereof.
- (2) The scope of persons engaging in aviation or railway and related persons, matters to be included in notification, timing of notification, method, procedure of notification, etc. under paragraph (1) shall be determined by Ordinance of the Ministry of Land, Infrastructure and Transport. <Amended Act No. 11690, Mar. 23, 2013>
- (3) The Board shall not disclose the status of a person who has notified an aviation or railway accident, etc. under paragraph (1) against his/her will.

[This Article Wholly Amended by Act No. 9781, Jun. 9, 2009]

Article 18 (Initiation, etc. of Accident Investigations)

The Board shall initiate accident investigation without delay when it is notified of the occurrence of an aviation or railway accident, etc. or becomes aware of such fact under [Article 17](#) (1): Provided, That if necessary for the smooth investigation of an aviation accident, etc. involving a foreign airplane that occurs within the Republic of Korea, the Board may delegate accident investigation to the country to which the airplane belongs or to the Regional Accident Investigation Organization upon consent or agreement with such country or organization. <Amended by Act No. 9781, Jun. 9, 2009; Act No. 11646, Mar. 22, 2013>

Article 19 (Execution, etc. of Accident Investigations)

- (1) The Board may, if deemed necessary for any accident investigation, allow Board members or the secretariat staff to take any of the following action: <Amended by Act No. 9781, Jun. 9, 2009>
1. Request the submission of reports or data related to aviation accidents, etc. to an owner, a manufacturer, or a passenger of an airplane or a ultra light flying device, a person conducting rescue activities at the site of aviation accidents, etc. and other related persons (hereinafter referred to as "persons related to aviation accidents, etc.");
 2. Request the submission of reports or data related to railway accidents to a railway operator, a railway facilities manager, railway workers, a person conducting rescue activities at the site of accidents and other related persons (hereinafter referred to as "persons related to railway accidents");
 3. Inspect airplanes, railway facilities, railway rolling stock, books, other documents or articles related to aviation and railway accidents, etc. (hereinafter referred to as "related articles") by visiting the accident site and other places deemed necessary;
 4. Request the attendance and asking questions to persons related to aviation accidents, etc. and persons related to railway accidents (hereinafter referred to as "related persons");
 5. Request an owner, holder, or keeper of related articles to preserve and submit such articles or custody of the articles submitted;

6. Access control to an accident site and other places relevant to accidents.
- (2) No person requested to preserve related articles under paragraph (1) 5 shall move, alter, nor damage such articles: Provided, That the same shall not apply where it is deemed that there exist significant impacts on public interests or urgent reasons such as lifesaving, etc.
- (3) The Board shall lift the custody of the related articles kept under paragraph (1) 5 as earliest as possible when such articles are no more necessary for investigation of accident.
- (4) A person taking action under paragraph (1) shall carry with him/her a means of identification certifying his/her authority and produce it to people concerned when requested to do so.

Article 20 (Composition and Operation of Aviation and Railway Accident Investigation Team)

- (1) The Board may, if deemed necessary for investigation of accident, organize and operate an Aviation and Railway Accident Investigation Team consisting of experts in related fields.
- (2) Matters necessary for organization and operation of the Aviation and Railway Accident Investigation Team shall be prescribed by Presidential Decree.

Article 21 (Support from Minister of Land, Infrastructure and Transport)

- (1) If deemed necessary to conduct accident investigation, the Board may request the Minister of Land, Infrastructure and Transport to provide support necessary for accident investigation, such as investigation of facts, dispatch of relevant public officials, support of goods. <Amended by Act No. 8852, Feb. 29, 2008; Act No. 11690, Mar. 23, 2013>
- (2) Upon request for support to accident investigation pursuant to paragraph (1), the Minister of Land, Infrastructure and Transport shall provide support necessary for the smooth accident investigation. <Amended by Act No. 8852, Feb. 29, 2008; Act No. 11690, Mar. 23, 2013>
- (3) If deemed necessary to support investigation of facts pursuant to paragraph (2), the Minister of Land, Infrastructure and Transport may have a public official under his/her jurisdiction take action prescribed in any subparagraph of [Article 19](#) (1). In such cases, [Article 19](#) (4) shall apply mutatis mutandis. <Amended by Act No. 8852, Feb. 29, 2008; Act No. 11690, Mar. 23, 2013>

Article 22 (Cooperation by Relevant Administrative Agencies, etc.)

The Board may request other necessary cooperation such as provision of material and information relevant to aviation and railway accidents, etc. and preservation of related articles to the heads of relevant administrative agencies, the heads of relevant local governments and the heads of other public or private agencies (hereafter referred to as "heads of relevant agencies") in order to conduct investigations promptly and accurately. In such cases, the heads of relevant agencies shall respond to such requests unless there exists legitimate reasons to the contrary.

Article 23 (Tests and Medical Examination)

- (1) The Board may autopsy, with relation to investigation of accident, casualties of the accident, conduct medical examination on surviving crew, etc. and conduct examination, analysis, tests, etc. on components of an airplane, railway rolling stock, etc.
- (2) The Board may, if deemed necessary, entrust relevant experts, specialized institutions, etc., with duties such as autopsy, examination, analysis, tests, etc. under paragraph (1).

Article 24 (Hearing of Opinions of Related Persons)

- (1) The Board shall give related persons involved in aviation and railway accidents, etc. in question an opportunity to state their opinions as prescribed by Presidential Decree before finalizing investigation of accident.
- (2) The Board may, if deemed necessary for investigation of accident, hear opinions of related persons or experts at a public hearing.

Article 25 (Preparation, etc. of Accident Investigation Reports)

- (1) The Board shall prepare an accident investigation report which includes each of the following upon finalizing each investigation of accident:
 1. Overview;
 2. Factual information;
 3. Cause analysis;
 4. Result of accident investigation;
 5. Recommendations and suggestions under [Article 26](#).
- (2) The Board shall announce accident investigation reports prepared in accordance with paragraph (1) as prescribed by Presidential Decree, and forward such reports to the heads of relevant agencies.

Article 26 (Safety Recommendations, etc.)

- (1) If deemed necessary as a result of survey and research activities under [Article 29](#) (2) and in the process of, or as a result of, accident investigations, the Board may make safety recommendations or suggestions concerning measures to prevent the recurrence of aviation and railway accidents, etc. to the heads of relevant agencies.
<Amended by Act No. 11646, Mar. 22, 2013>
- (2) The heads of relevant agencies shall notify the Board of their plans to take action, and results thereof with respect to safety recommendations or suggestions made by the Board under paragraph (1).

Article 27 (Resumption of Accident Investigations)

The Board may resume investigation of accident when evidence critical sufficiently to change results of accident investigation is found after the investigation is finalized.

Article 28 (Prohibition from Disclosing Information)

- (1) The Board may not disclose information obtained in the process of an accident investigation where the disclosure of such information may affect accurate accident investigation in question or in the future, threaten national security, or infringe on privacy. In such cases, the name of a person related to an aviation or railway accident, etc. shall not be disclosed. <Amended by Act No. 11646, Mar. 22, 2013>
- (2) The scope of the information that may not be disclosed pursuant to paragraph (1) shall be prescribed by Presidential Decree.

Article 29 (Research, etc. on Accident Investigations)

- (1) The Board shall build an information management system to compile, analyze and distribute data related to domestic and foreign aviation and railway accidents, etc. so that necessary information can be shared.
- (2) The Board may conduct survey and research activities to develop accident investigation techniques and prevent potential aviation and railway accidents, etc.

CHAPTER IV SUPPLEMENTARY PROVISIONS

Article 30 (Separation from other Procedures)

Investigation of accident shall be separated from and conducted independently from judicial procedures, administrative dispositions or administrative contestation procedures related to civil or criminal liability.

Article 31 (Prohibition from Divulging Confidential Information)

Any person who is or was a member, an advisor or secretariat staff of the Board, or a person who performs or performed duties of the Board dispatched to or appointed by the Board, shall not divulge any confidential information which comes to his/her knowledge in connection with his/her duties.

Article 32 (Prohibition from Disadvantageous Treatment)

Any person who makes a statement, testifies, submits data, etc. or provides any reply to the Board under this Act shall not be discharged, transferred, disciplined or receive unfair treatment or other disadvantages in relation to his/her status or treatment.

Article 33 (Operation, etc. of Board)

- (1) Matters, etc. necessary for the operation of the Board and accident investigation, but not specifically provided for in this Act shall be separately determined by the Chairperson.
- (2) The Board may disburse an allowance or travel expenses to the Chairperson, Board members, advisors and related persons who attend Board meetings and make statements, as prescribed by Ordinance of the Ministry of Land, Infrastructure and Transport. <Amended by Act No. 8852, Feb. 29, 2008; Act No. 11690, Mar. 23, 2013>

Article 34 (Legal Fiction as Public Officials in Application of Penal Provisions)

Members and advisors of the Board, experts in the related fields under [Article 20](#) (1), related experts or executives and employees of relevant agencies under [Article 23](#) (2) who are not public officials are deemed public officials in the application of [Articles 129 through 132 of the Criminal Act](#).

CHAPTER V PENAL PROVISIONS

Article 35 (Offense of Obstructing Accident Investigations)

Any person who falls under any of the following subparagraphs shall be punished by imprisonment for not more than three years or by a fine not exceeding 30 million won:

1. Any person who fails to report or makes a false report on aviation and railway accidents, etc. or rejects or interferes with submission of data without reasonable grounds, in violation of [Article 19](#) (1) 1 and 2;
2. Any person who refuses or interferes with access to accident sites and other places deemed necessary or inspections of related articles, in violation of [Article 19](#) (1) 3;
3. Any person who refuses or interferes with preservation, submission or custody of the related articles, in violation of [Article 19](#) (1) 5;
4. Any person who fails to preserve the related articles, moves, alters, or damages such articles without reasonable grounds, in violation of [Article 19](#) (2).

Article 36 (Offense of Divulging Confidential Information)

Any person who divulges confidential information which comes to his/her knowledge in connection with his/her duties in violation of [Article 31](#), shall be punished by imprisonment not more than two years or imprisonment without labor, or suspension of qualification for not exceeding five years.

Article 36-2 (Offense of Failing to Notify Occurrence of Accidents)

Any person, etc. engaging in aviation and railway fails to notify, without reasonable grounds, or notifies falsely, in violation of the main text of [Article 17](#) (1), even after he/she becomes aware of aviation and railway accidents, etc. have occurred shall be punished by a fine not exceeding five million won.

[This Article Newly Inserted by Act No. 9781, Jun. 9, 2009]

Article 37 (Joint Penal Provisions)

If a representative of a corporation or an agent, an employee or any other employed person of a corporation, or an individual commits any violation falling under any provision of [Article 35](#) or [36-2](#) in connection with affairs of the corporation or the individual, not only shall such an offender be punished accordingly, but the corporation or the individual shall be punished by a fine under the relevant Article: Provided, That the same shall not apply to cases where the corporation or the individual has paid due attention to or diligently supervised the relevant affairs in order to prevent such violation.

[This Article Wholly Amended by Act No. 9781, Jun. 9, 2009]

Article 38 (Fines for Negligence)

(1) Any of the following persons shall be punished by a fine for negligence not exceeding 10 million won:

1. Any person who avoids or delays submission of data relevant to aviation and railway accidents, etc., without reasonable grounds, in violation of [Article 19](#) (1) 1 and 2;
2. Any person who avoids inspection of related articles relevant to aviation and railway accidents, etc. without any good reason, in violation of [Article 19](#) (1) 3;
3. Any person who refuses to attend or makes a false statement in reply to questions, without reasonable grounds, in violation of [Article 19](#) (1) 4;
4. Any person who avoids or delays submission and custody of related articles, in violation of [Article 19](#) (1) 5;
5. A person who fails to comply with access control, in violation of [Article 19](#) (1) 6;
6. Any person who gives disadvantageous treatment to a person who submits a statement, testimony and data or provides a reply to the Board in accordance with this Act, including discharge, transfer, disciplinary measures or unfair treatment from work place, or any other disadvantage related to status or treatment, in violation of [Article 32](#).

(2) Fines for negligence under paragraph (1) shall be imposed and collected by the Minister of Land, Infrastructure and Transport as prescribed by Presidential Decree. <Amended by Act No. 8852, Feb. 29, 2008; Act No. 11690, Mar. 23, 2013>

(3) through (5) Deleted. <By Act No. 9781, Jun. 9, 2009>

ADDENDA**Article 1 (Enforcement Date)**

This Act shall enter into eight months after the date of its promulgation: Provided, That the provisions of Article 3 (2) shall enter into force on January 1, 2008.

Article 2 (Transitional Measures concerning Establishment, etc. of Board)

(1) The Aviation Accident Investigation Committee and the Railway Accident Investigation Committee respectively established under the preceding [Aviation Act](#) and the [Railroad Safety Act](#) before this Act enters into force shall be deemed the Aviation and Railway Accident Investigation Board established under this Act.

(2)

The term of office of any person appointed as a Chairperson and a standing member of the Aviation Accident Investigation Committee and the Railway Accident Investigation Committee under the preceding [Aviation Act](#) and the [Railroad Safety Act](#) at the time this Act enters into force shall be deemed to expire on the enforcement date of this Act, notwithstanding the previous provisions.

- (3) Any person respectively appointed as a non-standing member of the Aviation Accident Investigation Committee and the Railway Accident Investigation Committee under the preceding [Aviation Act](#) and the [Railroad Safety Act](#) at the time this Act enters into force shall be deemed appointed under this Act: Provided, That the term of office shall be the remaining period of the preceding term of office.
- (4) A secretariat established in the Aviation Accident Investigation Committee under the preceding [Aviation Act](#) and its staff, and accident inspection officers conducting investigation of accident for the Railway Accident Investigation Committee under the preceding [Railroad Safety Act](#) at the time this Act enters into force shall be deemed the secretariat established in the Board under this Act and its staff.
- (5) Any act conducted by or against the Aviation Accident Investigation Committee and the Railway Accident Investigation Committee under the preceding [Aviation Act](#) and the [Railroad Safety Act](#) at the time this Act enters into force shall be deemed acts by or against the Board under this Act corresponding thereto.

Article 3 (Transitional Measures concerning Penal Provisions, etc.)

The imposition of penal provisions and fines for negligence for any act performed before this Act enters into force shall be governed by the provisions of the preceding [Aviation Act](#) and the [Railroad Safety Act](#).

Article 4 Omitted.

ADDENDA<Act No. 8852, Feb. 29, 2008>

Article 1 (Enforcement Date)

This Act shall enter into force on the date of its promulgation. (Proviso Omitted.)

Articles 2 through 7 Omitted.

ADDENDA<Act No. 9780, Jun. 9, 2009>

Article 1 (Enforcement Date)

This Act shall enter into force three months after the date of its promulgation. (Proviso Omitted.)

Articles 2 through 12 Omitted.

ADDENDUM<Act No. 9781, Jun. 9, 2009>

This Act shall enter into force six months after the date of its promulgation: Provided, That the amended provisions of the proviso to [Article 37](#) shall enter into force on the date of its promulgation.

ADDENDUM<Act No. 11646, Mar. 22, 2013>

This Act shall enter into force on the date of its promulgation.

ADDENDA<Act No. 11690, Mar. 23, 2013>

Article 1 (Enforcement Date)

- (1) This Act shall enter into force on the date of its promulgation.
- (2) Omitted.

Articles 2 through 7 Omitted.