



Aviation Security Act 1982

1982 CHAPTER 36

PART II

PROTECTION OF AIRCRAFT, AERODROMES AND AIR NAVIGATION INSTALLATIONS AGAINST ACTS OF VIOLENCE

[^{F1} Reporting of certain occurrences relating to aviation security]

[^{F1} 21G Duty to report certain occurrences.

- (1) For purposes to which this Part of this Act applies, the Secretary of State may by regulations made by statutory instrument require such persons as are specified in the regulations to make a report to him [^{F2} or the CAA], in such manner and within such period as are so specified, of any occurrence of a description so specified.
- (2) Before making any regulations under this section, the Secretary of State shall consult [^{F3} —
 - (a) the CAA , and
 - (b)] organisations appearing to him to represent persons affected by the proposed regulations.
- (3) Regulations under this section may—
 - (a) provide that any person who, in making a report required by the regulations, makes a statement which he knows to be false in a material particular, or recklessly makes a statement which is false in a material particular, is to be guilty of an offence and liable—
 - (i) on summary conviction, to a fine not exceeding the statutory maximum;
 - (ii) on conviction on indictment, to a fine or to imprisonment for a term not exceeding two years or to both, and
 - (b) provide for persons to be guilty of an offence in such other circumstances as may be specified in the regulations and to be liable on summary conviction to a fine not exceeding level 5 on the standard scale.

Changes to legislation: There are currently no known outstanding effects for the Aviation Security Act 1982, Section 21G . (See end of Document for details)

- (4) Regulations under this section may require the reporting of occurrences taking place outside the United Kingdom only if those occurrences relate to aircraft registered in the United Kingdom.
- (5) Any statutory instrument containing regulations under this section shall be subject to annulment in pursuance of a resolution of either House of Parliament.]

Textual Amendments

- F1** Ss. 21A–21G inserted by [Aviation and Maritime Security Act 1990 \(c. 31, SIF 39:2\)](#) , **ss. 5–7**
- F2** Words in s. 21G(1) inserted (1.4.2014) by [Civil Aviation Act 2012 \(c. 19\)](#), s. 110(1), **Sch. 11 para. 17(2)** (with Sch. 10 paras. 12, 17); [S.I. 2014/262](#), art. 3(a)
- F3** Words in s. 21G(2) inserted (1.4.2014) by [Civil Aviation Act 2012 \(c. 19\)](#), s. 110(1), **Sch. 11 para. 17(3)** (with Sch. 10 paras. 12, 17); [S.I. 2014/262](#), art. 3(a)

Modifications etc. (not altering text)

- C1** S. 21G extended (with modifications) (Jersey) (12.6.1993) by [S.I. 1993/1251](#) , art. 2(1) , **Sch. 1 Pt. I**
 S. 21G extended (with modifications) (Guernsey) (17.1.1998) by [S.I. 1997/2989](#) , art. 2(1) , Sch. 1 Pt. **I, II**
- C2** S. 21G : Pt. II (ss. 10-24A) applied (with modifications) (1.9.1993) by [S.I. 1993/1073](#) , **reg. 11(1)**
- C3** S. 21G(2) applied (26.11.2018) by [Space Industry Act 2018 \(c. 5\)](#), s. 70(1), **Sch. 5 para. 3(3)**; [S.I. 2018/1224](#), **reg. 2(ddd)**

Changes to legislation:

There are currently no known outstanding effects for the Aviation Security Act 1982, Section 21G .