

AVIATION AND RAILWAY ACCIDENT INVESTIGATION ACT

CHAPTER I GENERAL PROVISIONS

Article 1 (Purpose)

The purpose of this Act is to conduct an independent and unbiased investigation into aviation and railway accidents, etc. and to precisely identify causes of these accidents by establishing the Aviation and Railway Accident Investigation Board, thereby contributing to preventing aviation and railway accidents and to securing safety.

Article 2 (Definitions)

(1) The terms used in this Act are defined as follows: <Amended on Jun. 9, 2009; Mar. 22, 2013; Mar. 29, 2016; Jun. 9, 2020>

1. The term "aviation accident" means an aircraft accident under subparagraph 6 of Article 2 of the Aviation Safety Act, a light sport aircraft accident under subparagraph 7 of the same Article, and an ultra-light vehicle accident under subparagraph 8 of the same Article;

2. The term "serious incident" means a serious incident under subparagraph 9 of Article 2 of the Aviation Safety Act;

3. The term "aviation accidents, etc." means aviation accidents under subparagraph 1 and serious incidents under subparagraph 2;

4. Deleted; <Jun. 9, 2009>

5. Deleted; <Jun. 9, 2009>

6. The term "railway accident" means an accident that caused 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) An accident of fire on railway rolling stock or on a train which results in interruption of operations;

(c) An accident causing at least three casualties in relation to the operation of railway rolling stock or a train;

(d) An accident causing at least 50 million won in property damage in relation to the operation of railway rolling stock or a train.

7. The term "accident investigation" means the processes and activities carried out by the Aviation and Railway Accident Investigation Board under Article 4 for the purposes of preventing aviation and railway accident, etc. including collection and analysis of information, data, etc. relevant to aviation accidents, etc. and railway accidents (hereinafter referred to as "aviation and railway accidents, etc."), identification of causes, and 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 Business Act, the Aviation Safety Act, the Airport Facilities Act, and the Railroad Safety Act.
<Amended on Mar. 29, 2016>

Article 3 (Scope of Application)

(1) This Act shall apply to an investigation into 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 into aviation accidents of the aircraft of State agencies, etc. under subparagraph 4 of Article 2 of the Aviation Safety Act, except in any of the following cases: <Amended on Jun. 9, 2009; Mar. 29, 2016; Jun. 9, 2020>

1. Where a person is deceased or missing;

2. Where the aircraft of State agencies, etc. are damaged beyond repair or refurbishment;
 3. Where the location of the aircraft of State agencies, etc. is unidentified or where it is impossible to access the aircraft of State agencies, etc.
- (3) Notwithstanding paragraph (1), this Act shall not apply to investigations of aviation accidents of aircraft under Article 3 of the Aviation Safety Act. <Amended on Mar. 29, 2016; Jun. 9, 2020>
- (4) Matters not provided 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 on Mar. 22, 2013>

[Title Amended on Mar 22, 2013]

CHAPTER II THE AVIATION AND RAILWAY ACCIDENT INVESTIGATION BOARD

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

- (1) The Aviation and Railway Accident Investigation Board (hereinafter referred to as the "Board") shall be established under 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 preventing the accidents. <Amended on Feb. 29, 2008; 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 on Feb. 29, 2008; Mar. 23, 2013>

Article 5 (Duties of Board)

The Board shall perform the following duties: <Amended on Jun. 9, 2020>

1. Accident investigation;
2. Preparation of, resolution on, and publication of accident investigation reports under Article 25;
3. Safety recommendations, etc. under Article 26;
4. Surveys and research necessary for accident investigation;

5. Designation of research and education institutions related to accident investigation;
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 the members prescribed by Presidential Decree, from among the members, shall become standing members. <Amended on Jun. 9, 2020>
- (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 on Feb. 29, 2008; Mar. 23, 2013>
- (3) The class of standing members shall be prescribed by Presidential Decree.

Article 7 (Qualifications of Board Members)

A person 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 10 years' experience after obtaining qualification as a 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 an administrative agency as a public official of Grade IV or higher position;
4. A person with a doctorate degree and a minimum of 10 years' work experience in professional organizations in the aviation, railway, or medical sectors;
5. A person with a minimum of 10 years' work experience in an air transport business after obtaining a qualification certificate as an airman, and who retires from the air transport business three years prior to the date of appointment or commissioning;
6. A person with a minimum of 10 years' work experience in railway facilities or railway operating business, and who retires from such business three years prior to the date of appointment or commissioning;

7. A person with a minimum of 10 years' experience in the aviation business related to aircraft of State agencies, etc. or aircraft used for military, police, or customs services.

Article 8 (Grounds for Disqualification of Board Members)

No person who falls under any of the following subparagraphs may become a Board member:
<Amended on Mar. 21, 2017; Jun. 9, 2020>

1. A person under adult guardianship, a person under limited guardianship or a person who has been declared bankrupt and not yet reinstated;
2. A person for whom three years have not elapsed since his or her imprisonment without labor or heavier punishment declared by a court was completely executed (including cases where execution was deemed completed) or exempted;
3. A person who is under suspension of the execution of his or her imprisonment without labor or heavier punishment declared by a court;
4. A person who is disqualified, or whose qualification is suspended by a court ruling or statutes;
5. A person who operates an air transport business, engages in the business of manufacturing, rebuilding, maintaining, and selling aircraft, an ultra-light vehicle and its fitments, or who operates other aviation-related businesses, or an executive officer or an employee thereof;
6. A railroad carrier, a person who manages railway facilities, manufactures, assembles, or imports railway rolling stock, constructs railways, sells railway equipment or devices, or who operates other railway-related businesses, or an executive officer or an employee thereof.

Article 9 (Status Guarantee of Board Members)

(1) A member of the Board shall exercise his or her authority independently during his or her term of office, with respect to his or her duties.

(2) No member of the Board shall be dismissed or discharged from his or her duties against his or her will, except in cases falling under any of the following subparagraphs:

1. Where he or she falls under any of the subparagraphs of Article 8;
2. Where he or she is deemed unable to perform his or her duties due to mental or physical weakness;

3. Where it becomes improper for him or her to perform duties as a member of the Board due to his or her violation of official obligations under this Act.

Article 10 (Duties of Chairperson)

(1) The chairperson shall represent the Board and exercise general supervision over its affairs.

(2) Where the chairperson is unable to perform his or her duties due to any unavoidable reason, a Board member designated in advance by the chairperson, a standing member, or the other Board members shall act in order of seniority on the behalf of the chairperson.

Article 11 (Term of Office of Board Members)

Each Board member shall hold office for a term of three years and may be appointed consecutively for further terms.

Article 12 (Meetings and Resolutions)

(1) The chairperson shall convene and preside over Board meetings.

(2) Any decision of the Board shall require the concurring vote of a majority of the Board members.

Article 13 (Committees)

(1) The Board may establish committees in order to efficiently deliberate on details of accident investigation.

(2) Any resolution of a committee under paragraph (1) shall be considered to be the resolution of the Board. *<Amended on Jun. 9, 2020>*

(3) Matters necessary for the organization and operation of committees shall be prescribed by Presidential Decree.

Article 14 (Advisors)

Where deemed necessary to seek advice on accident investigation, 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. *<Amended on Jun. 9, 2020>*

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 related to the relevant aviation and railway accident, etc. <Amended on Jun. 9, 2020>

(2) Any Board member falling under paragraph (1), may recuse himself or herself from any Board meeting related to the relevant aviation and railway accident, etc. <Amended on Jun. 9, 2020>

Article 16 (Secretariat)

(1) A Secretariat shall be established within the Board to perform the affairs of the Board.

(2) The Secretariat shall be comprised of the Director General, accident investigators, and other staff members.

(3) The Director General shall handle general affairs of the Secretariat by taking orders from the chairperson.

(4) Matters necessary for the organization, operation, etc. of the Secretariat shall be prescribed by Presidential Decree.

CHAPTER III ACCIDENT INVESTIGATION

Article 17 (Notification of Aviation and Railway Accidents)

(1) The pilot in command of an aircraft, owner of such aircraft, etc. under the proviso of Article 62 (5) of the Aviation Safety Act, a railroad carrier, etc. under Article 61 (1) of the Railroad Safety Act, a person engaged in aviation or railway, and any other relevant persons (hereinafter referred to as "persons, etc. engaged in aviation and railway") who become 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 the aircraft of State agencies, etc. under subparagraph 4 of Article 2 of the Aviation Safety Act, any person engaged in aviation duties relevant thereto shall report to the head of the competent administrative agency, and the head of the competent administrative agency upon receipt of such report shall notify the Board thereof. <Amended on Mar. 29, 2016>

(2) The scope of persons engaged in aviation or railway and relevant persons, matters to be included in notification, timing of notification, method, procedure, etc. of notification under paragraph (1) shall be determined by Ordinance of the Ministry of Land, Infrastructure and

Transport. <Amended on 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 or her will.

[This Article Wholly Amended on Jun. 9, 2009]

Article 18 (Initiation 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 a smooth investigation of an aviation accident, etc. involving a foreign aircraft that occurs within the Republic of Korea, the Board may delegate accident investigation to the country that owns the aircraft or to the Regional Accident Investigation Organization upon consent of or agreement with such country or organization. <Amended on Jun. 9, 2009; Mar. 22, 2013>

Article 19 (Execution 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 actions: <Amended on Jun. 9, 2009>

1. Requesting submission of reports or data related to aviation accidents, etc. from an owner, a manufacturer, or a passenger of an aircraft or an ultra-light vehicle, a person conducting rescue activities at the site of aviation accidents, etc., and other relevant persons (hereinafter referred to as "persons related to aviation accidents, etc.");

2. Requesting submission of reports or data related to railway accidents from a railroad carrier, a railway facilities manager, railway workers, a person conducting rescue activities at the site of accidents, and other relevant persons (hereinafter referred to as "persons related to railway accidents");

3. Inspecting aircraft, railway facilities, railway rolling stock, books, and other documents or articles related to aviation and railway accidents, etc. (hereinafter referred to as "related articles") by entering the accident site and other places deemed necessary;

4. Requesting attendance of persons related to aviation accidents, etc. and persons related to railway accidents (hereinafter referred to as "relevant persons") and asking them questions;

5. Requesting an owner, holder, or keeper of related articles to preserve and submit such articles or keeping in custody of the articles submitted;

6. Controlling access 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, or damage such articles: Provided, That the same shall not apply, where public interests are deemed at stake or where there exist urgent reasons, such as saving lives. <Amended on Jun. 9, 2020>

(3) The Board shall lift the custody of the related articles kept under paragraph (1) 5 as early as possible when such articles become no longer necessary for accident investigation. <Amended on Jun. 9, 2020>

(4) A person taking action under paragraph (1) shall carry with him or her identification indicating his or her authority and present it to relevant persons when requested to do so. <Amended on Jun. 9, 2020>

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

(1) The Board may, if deemed necessary for accident investigation, organize and operate an Aviation and Railway Accident Investigation Team consisting of experts in related fields.

(2) Matters necessary for the organization and operation of the Aviation and Railway Accident Investigation Team shall be prescribed by Presidential Decree.

Article 21 (Support from the 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, and provision of goods. <Amended on Feb. 29, 2008; Mar. 23, 2013>

(2) Upon receiving request for support for accident investigation pursuant to paragraph (1), the Minister of Land, Infrastructure and Transport shall provide support necessary for a smooth accident investigation. <Amended on Feb. 29, 2008; 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 or her jurisdiction take

actions prescribed in any subparagraph of Article 19 (1). In such cases, Article 19 (4) shall apply mutatis mutandis. <Amended on Feb. 29, 2008; Mar. 23, 2013>

[Title Amended on Feb. 29, 2008; Mar. 23, 2013]

Article 22 (Cooperation by Relevant Administrative Agencies)

The Board may request necessary cooperation, such as provision of data and information relevant to aviation and railway accidents, etc. and preservation of related articles from the heads of relevant administrative agencies, the heads of relevant local governments, and the heads of other public or private organizations (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 cooperate with such requests, unless there is good cause. <Amended on Jun. 9, 2020>

Article 23 (Test and Medical Examination)

(1) The Board may conduct an autopsy, with relation to accident investigation, on the bodies of those killed in the accident a medical examination on surviving crew, etc.; and an examination or analysis of or test, etc. on components of an aircraft, railway rolling stock, etc.

(2) The Board may, if deemed necessary, entrust relevant experts, specialized institutions, etc., with duties, such as autopsy, examination, analysis, and test under paragraph (1). <Amended on Jun. 9, 2020>

Article 24 (Hearing of Opinions of Relevant Persons)

(1) The Board shall give relevant persons involved in the aviation and railway accidents, etc. in question an opportunity to state their opinions, as prescribed by Presidential Decree, before concluding an accident investigation. <Amended on Jun. 9, 2020>

(2) The Board may, if deemed necessary for an accident investigation, hear opinions of relevant persons or experts at a public hearing.

Article 25 (Preparation of Accident Investigation Reports)

(1) The Board shall prepare, upon concluding each accident investigation, an accident investigation report which includes each of the following: <Amended on Jun. 9, 2020>

1. Synopsis;

2. Factual information;
3. Cause analysis;
4. Accident investigation findings;
5. Recommendations and suggestions under Article 26.

(2) The Board shall publicize accident investigation reports prepared in accordance with paragraph (1) as prescribed by Presidential Decree, and forward such reports to the heads of relevant agencies. <Amended on Jun. 9, 2020>

Article 26 (Safety Recommendations)

(1) If deemed necessary as a result of survey and research activities under Article 29 (2) and in the course 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 on Mar. 22, 2013>

(2) The heads of relevant agencies shall notify the Board of their plans to take actions, and results thereof with respect to safety recommendations or suggestions made by the Board under paragraph (1). <Amended on Jun. 9, 2020>

Article 27 (Resumption of Accident Investigations)

The Board may resume an accident investigation when evidence so critical as to change the results of accident investigation is found after the investigation is concluded.

Article 28 (Prohibition on Disclosing Information)

(1) The Board may not disclose information obtained in the course of an accident investigation, where the disclosure of such information is likely to affect the accurate accident investigation in question or accurate accident investigations 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 on Mar. 22, 2013; Jun. 9, 2020>

(2) The scope of the information that may not be disclosed pursuant to paragraph (1) shall be prescribed by Presidential Decree. <Amended on Jun. 9, 2020>

Article 29 (Research on Accident Investigation)

(1) The Board shall build an information management system to compile, analyze, and disseminate 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 to prevent potential aviation and railway accidents, etc.

CHAPTER IV SUPPLEMENTARY PROVISIONS

Article 30 (Separation from Other Procedures)

Accident investigations shall be separated from and conducted independently from judicial proceedings, administrative disposition procedures, or administrative contestation procedures related to civil or criminal liability.

Article 31 (Prohibition on Divulging Confidential Information)

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

Article 32 (Prohibition on 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, or disciplined, or receive unfair treatment or other disadvantages in relation to his or her status or treatment.

Article 33 (Operation of Board)

(1) Matters, etc. necessary for the operation of the Board and accident investigation, but not specifically provided 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 relevant persons who attend Board meetings and make statements, as prescribed by Ordinance of the Ministry of Land, Infrastructure and Transport. <Amended on Feb. 29, 2008; Mar. 23, 2013; Jun. 9, 2020>

Article 34 (Legal Fiction as Public Officials for Purposes of Applying Penalty Provisions)

Members and advisors of the Board, experts in the related fields under Article 20 (1), relevant experts or the executive officers and employees of specialized institutions under Article 23 (2) who are not public officials shall be deemed to be public officials for purposes of applying Articles 129 through 132 of the Criminal Act. <Amended on Jun. 9, 2020>

CHAPTER V PENALTY PROVISIONS

Article 35 (Offense of Obstructing Accident Investigation)

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

1. Any person who fails to submit a report or files a false report on aviation and railway accidents, etc. or who refuses or obstructs submission of data without good cause, in violation of Article 19 (1) 1 and 2;
2. Any person who refuses or obstructs entry 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 obstructs 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 good cause, in violation of Article 19 (2).

Article 36 (Offense of Divulging Confidential Information)

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Any person who divulges confidential information which comes to his or her knowledge in connection with his or her duties in violation of Article 31 shall be punished by imprisonment with labor for not more than two years, by suspension of qualification for up to five years or by a fine of not more than 20 million won. <Amended on May 21, 2014>

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

Any person, etc. engaged in aviation and railway who fails to notify, without good cause, or notifies falsely even after he or she becomes aware that aviation and railway accidents, etc. have occurred, in violation of the main clause of Article 17 (1), shall be punished by a fine not

exceeding five million won.

[This Article Newly Inserted on Jun. 9, 2009]

Article 37 (Joint Penalty Provisions)

If the representative of a corporation or an agent or employee of, or any other person employed by, the corporation or an individual commits any violations falling under any provision of Article 35 or 36-2 in conducting the business affairs of the corporation or individual, not only such offender 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 on Jun. 9, 2009]

Article 38 (Administrative Fines)

(1) Any person who gives disadvantageous treatment to a person who makes a statement, testifies, or submits data or who provides a reply to the Board in accordance with this Act, including discharge, transfer, disciplinary measures, or unfair treatment, or any other disadvantages related to status or treatment, in violation of Article 32, shall be subject to an administrative fine not exceeding 10 million won.

(2) Any of the following persons shall be subject to an administrative fine not exceeding five million won:

1. Any person who avoids or delays submission of data relevant to aviation and railway accidents, etc., without good cause, in violation of Article 19 (1) 1 or 2;

2. Any person who refuses to attend or makes a false statement in reply to questions, without good cause, in violation of Article 19 (1) 4.

(3) Any of the following persons shall be subject to an administrative fine not exceeding three million won:

1. Any person who avoids inspection on related articles relevant to aviation and railway accidents, etc. without good cause, in violation of Article 19 (1) 3;

2. A person who avoids or delays submission and custody of related articles, in violation of Article 19 (1) 5;

3. Any person who fails to comply with access control, in violation of Article 19 (1) 6.

(4) Administrative fines specified in paragraphs (1) through (3) shall be imposed and collected by the Minister of Land, Infrastructure and Transport, as prescribed by Presidential Decree.

[Title Amended on May 18, 2021]

ADDENDA <Act No. 7692, Nov. 8, 2005>

Article 1 (Enforcement Date)

This Act shall enter into force 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 of the Board)

(1) The Aviation Accident Investigation Committee and the Railway Accident Investigation Committee respectively established under the previous Aviation Act and the previous 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 previous Aviation Act and the previous Railroad Safety Act as 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) Persons appointed or commissioned as non-standing members of the Aviation Accident Investigation Committee and the Railway Accident Investigation Committee under the previous Aviation Act and the previous Railroad Safety Act as at the time this Act enters into force shall be deemed appointed or commissioned under this Act: *Provided*, That their term of office shall be the period remaining in their previous term.

(4) A Secretariat established in the Aviation Accident Investigation Committee under the previous

Aviation Act and its staff, and accident investigators conducting investigation of accident for the Railway Accident Investigation Committee under the previous Railroad Safety Act as 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 previous Aviation Act and the previous Railroad Safety Act as 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 Penalty Provisions)

The previous Aviation Act and the previous Railroad Safety Act shall apply to the application of penalty provisions and the imposition of administrative fines for acts committed before this Act enters into force.

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.): Provided, That, ... <omitted> ... among the Acts amended pursuant to Article 6 of the Addenda, amendments to the Acts, which were promulgated before this Act enters into force but the dates on which they are to enter into force have yet to arrive, shall enter into force on the respective dates on which the relevant Acts enter into force.

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 of 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.

ADDENDUM <Act No. 12653, May 21, 2014>

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

ADDENDA <Act No. 14116, Mar. 29, 2016>

Article 1 (Enforcement Date)

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

Articles 2 through 55 Omitted.

ADDENDA <Act No. 14723, Mar. 21, 2017>

Article 1 (Enforcement Date)

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

Article 2 (Transitional Measures concerning Grounds for Disqualification of Incompetent Persons)

Notwithstanding the amended provisions of subparagraph 1 of Article 8, the previous provisions shall apply to a person for whom sentence of incompetency or quasi-incompetency remains in effect under Article 2 of Addenda to the Civil Act (No. 10429) as at the time the same provisions enter into force.

ADDENDUM <Act No. 17453, Jun. 9, 2020>

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

ADDENDUM <Act No. 18188, May 18, 2021>

This Act shall enter into force six months after the date of its promulgation.