

If the aircraft is in danger or an emergency exists, the commander shall be entitled to use all means which are deemed necessary for the restoration of order and safety aboard the aircraft. Each member of the crew shall assist the commander even without any order.

In the use of force or emergency procedures provided by this Article no other responsibility than that which follows from the general provisions of law shall apply.

*Art. 66.* If a serious crime is committed aboard an aircraft the commander shall, as far as possible, take necessary measures for clearing up the case if the postponement of such measures would be detrimental.

The aircraft commander shall exercise due diligence in preventing the escape of the offender. The aircraft commander may, if necessary, take the offender into custody until he can be handed over to the police in Norway or to a competent authority in a foreign country.

The aircraft commander may also take into custody items of evidence which are considered essential for clearing up the case until such evidence can be handed over to the police or authority mentioned in paragraph 2.

*Art. 67.* The aircraft commander shall see that the prescribed aviation documents are aboard and are duly kept.

*Art. 68.* In case of emergency, it shall be the responsibility of the aircraft commander to take all measures in his power for the safety of the aircraft, and the persons and goods aboard. If the aircraft must be abandoned, the commander shall take such care as necessary to preserve the aircraft documents.

*Art. 69.* It shall be the responsibility of the aircraft commander to inform the aviation authority and as soon as possible submit a report on those cases of air accident which result in death, or grave injury to persons, to aircraft or property outside the aircraft. This shall also apply in the event if there was a serious threat to such accident or an essential defect in the aircraft, ground installations, or in their operation.

If the aircraft commander is not in a position to submit this information or make such report, it must be submitted by the owner or user of the aircraft.

The King may issue regulations on the limitation of responsibilities for the submission of this information or on the extension of these responsibilities to other members of the crew, or its submission to agencies other than the aviation authority.

*Art. 70.* A person who serves on an aircraft must follow the orders of his superior, take care of the aircraft, persons, and goods aboard and, in general, conscientiously perform his duties.

*Art. 71.* No person may perform service on an aircraft if he is under the influence of alcohol or narcotics or, because of illness, weakness or similar reasons, is in a condition that renders him unable to perform his responsibilities in a satisfactory way. If his blood has an alcohol concentration 0.4 per thousand or more, or such quantity of alcohol has been consumed that may result in such concentration, he may be considered to be in a state of intoxication pursuant to the provisions of this law. An error in the degree of the alcohol concentration shall not exempt him from punishment.

A person who has operated an aircraft may not use alcohol or narcotics during the first 6 hours after duty if he knows or should know