

Article 21. The person responsible for the aircraft shall not permit the removal of the aircraft except in cases of necessity to assure its safety and under such circumstances as the competent authority may determine.

Article 22. Aircraft that have a permit to cross in transit over the national territory shall not be subject to the requirements of frontier inspection. They shall follow the designated air route and shall observe the applicable flight rules.

In the event of an emergency landing, the procedures set forth in Articles 20 and 21 shall apply.

TITLE III—GROUND ORGANIZATION

Chapter I—Airdromes

Article 23. Airdromes may be public or private. Airdromes shall be deemed public when they are open to public use; all others shall be deemed private. The character of the entity which owns the real property shall not determine whether an airdrome is public or private.

Article 24. Public airdromes intended for aircraft flying over international routes shall be designated as airdromes for international use. Airdromes for international use that have health service, customs, immigration and other inspectors shall be known as international airports.

Article 25. Every airdrome shall be certified by the competent authority which will establish the conditions for its operation.

Article 26. Aircraft shall take off from, or land on public or private airdromes. This obligation shall not obtain in the case of *force majeure* or in cases involving public aircraft carrying out their duties or in the cases of aid or rescue work, or aircraft in health service work.

Article 27. Private aircraft not engaged as public carriers of passengers or goods and those transporting mail exclusively, may be excused from the obligation imposed by the preceding article.

Article 28. Except in the case of *force majeure*, no aircraft may land on private airdromes without authorization from the owner.

The landing of aircraft on private property, whether airdromes or not, shall not entitle the owner to prevent the continuation of the flight. The owner shall be required to report the landing to the proper regulating authority giving the registration of the aircraft and the name and address of its owner and of the person in charge of it.

Article 29. Adequate space required to fulfill the needs of aviation facilities shall be made available for public airfields.

The competent authority shall determine or approve, as the case may be, the price of the property and the payments therefor in the manner set forth in the pertinent provisions of law.

Chapter II—Limitations on property rights

Article 30. Private property necessary for the installation of airdromes and their improvements, and for airports already established and their supporting facilities, is hereby considered of public use and subject to expropriation.

As supporting facilities are considered all the elements necessary to set up ground aid units such as beacons, signal systems, radio com-