

Art. 22. Aircraft may be registered with the Brazilian Registry of Aircraft as private aircraft when it is owned exclusively:

- a) by a Brazilian;
- b) by a Brazilian legal entity with its main office in Brazil and with the sole management in the hands of Brazilians, and when at least $\frac{1}{3}$ of the entity's capital is owned by Brazilians domiciled here.

Art. 23. In accordance with the pertinent special regulations, all aircraft shall display distinctive registration markings so that they may be identified in flight.

Sole Paragraph. This requirement shall not extend to military aircraft whenever that is deemed expedient by the proper authorities.

Art. 24. All private aircraft must be furnished with certificates of airworthiness and registration and, when needed, with additional documents, in the manner and form prescribed by the administrative regulations.

Art. 25. The presence of radio communications equipment shall be required on board a private aircraft intended for transportation for hire with room for more than four passengers and with a range exceeding 200 Km., and the installation of such equipment shall always be contingent upon prior authorization.

Art. 26. The registration in the Brazilian Registry of Aircraft in accordance with Article 22 carries with it the automatic cancellation of any prior registration.

Sole Paragraph. The Brazilian Aircraft Registry shall be public, enabling any person to obtain a certified copy of matters recorded therein.

Art. 27. Any legal act or event which may change the legal situation of an aircraft shall be recorded in the Brazilian Registry of Aircraft and shall be noted in the certificate of registration.

CHAPTER III—AIRMEN

Art. 28. For purposes of this Code, the commander, pilot, navigator, mechanic, and radio operator actually serving the aircraft shall be deemed airmen and when provided with proper certificates of fitness and licenses, shall constitute the crew of the aircraft.

Art. 29. Certificates of fitness or licenses issued by a foreign government shall be of the same force and effect as domestic ones, by virtue of international conventions or of a decision of the competent authority.

CHAPTER IV—GROUND UNITS

Art. 30. Ground units shall be deemed airports, airdromes, customs airports and services which are necessary to, and which complement air navigation.

Art. 31. Airports or airdromes, depending on their use, shall be the land, water, or river areas constructed or adapted for aircraft to land or take off.

Paragraph 1. Airports shall be intended for public traffic and shall be open to any aircraft without discrimination as to ownership or nationality provided a landing fee is paid.