

Paragraph 2. Airdromes may be designated for private use and may not be used by aircraft in commercial service.

Paragraph 3. A customs airport shall be any airport at which aircraft entering or departing from the national territory are required to land.

Art. 32. Accessory and complementary services shall be weather information services, radio-communications, guiding facilities for day or night flying, or any other services necessary for the safety and dependability of air navigation.

Art. 33. Ground facilities intended for use by private aircraft may be established with prior authorization and they shall operate subject to inspection by the competent authority.

Sole Paragraph. The authorization may be withdrawn at any time if facts which put in question the safety of air navigation are discovered.

Art. 34. Privately owned ground facilities, when expropriated by the government in whole or in part, shall be open to the public for air navigation for a fee to be established, which shall be uniform throughout the national territory for private aircraft of the same type.

Art. 35. Brazilian public aircraft shall have the right to land on any airport or airdrome without payment of a fee.

CHAPTER V—SCHEDULED AIR LINES

Art. 36. Scheduled airlines whether they have to land or not on the subjacent soil, shall be required to obtain a permit from the Brazilian Government from the time they enter Brazilian territory.

Art. 37. For purposes of granting a permit to a scheduled airline, proof of moral fitness and technical and financial capacity shall be required, and the Government shall have discretion to grant or to deny the permit in accordance with the demands of the public interest, and provided the following conditions have been met:

a) when they have proved by genuine and sufficient documents that they are properly organized in accordance with Article 22, clause b) of this Code if Brazilian, and if foreign as provided in Article 146 of the Constitution of the tenth of November 1937;

b) when they have stated the routes of air navigation which they intend to follow and the nature of the respective traffic;

c) when they have specified the airports and airdromes which they intend to use, subject in that respect to the provisions of the pertinent regulations;

d) when they have stated the personnel and the equipment at their disposal to carry out the transportation, and have furnished proof that they have been duly registered;

e) when they have undertaken to observe the schedules and rates pertaining to transportation and approved by the competent authority.

Art. 38. Airlines shall be national or international, and the Government shall distinguish them according to kind and their respective routes.