

Sole Paragraph. Every aircraft which is furnished with this certificate in the absence of proof to the contrary, shall be presumed to have departed in a condition of airworthiness.

Art. 113. In the event of loss or damage, if the aircraft is not repairable, it may be surrendered to the insurers, as long as the extent of the loss amounts to three fourths ($\frac{3}{4}$) of the value.

Sole Paragraph. In the case of disappearance, abandonment shall be admitted three months after receipt of the last news from the aircraft.

Art. 114. In the life insurance policies or accident insurance, the interested parties may not exclude the risks arising from the transportation of the person insured on scheduled lines of air transportation.

Art. 115. The insurance of the crew on board shall be required, including those who may be required from time to time to fly in the service of the owner, carrier, or operator of the aircraft.

Art. 116. The carrier may provide, for additional charges, insurance on persons or property being transported, provided he proves that he has obtained general insurance coverage with a company licensed by the state in an amount equal to twice the maximum limit of liability required of an aircraft of greater capacity in service.

Art. 117. The insurance referred to in the preceding article, may be replaced with a deposit at a public institution, or in a bank which is so authorized by the State, or with a banker's bond.

Paragraph 1. The value of this security shall be at least five hundred thousand cruzeiros (Cr\$500,000.00).

Paragraph 2. If the carrier has more than two aircraft in service, the face amount of the security shall be twice that fixed by the preceding article.

Paragraph 3. After such coverage has been reduced by the payment of an indemnity, it shall be replenished to the established amount.

CHAPTER VII—AID AND RESCUE

Art. 118. Every commander or pilot of an aircraft in flight, without endangering his own safety, shall aid anyone at sea or on board an aircraft in danger who is in peril of his life or may have suffered injuries.

Art. 119. The duty to aid, within the terms of the preceding article, shall also attach upon receiving the radio telegraph signal SOS unless the person in danger is at such a distance that no assistance of value can be rendered.

Art. 120. No liability shall be incurred by the owner, the carrier, or the operator of an aircraft for the failure of the commander or pilot to comply with the duty of aid or rescue, except in the case where an order has been given that it should not be rendered.

Art. 121. For purposes of the preceding articles, jurisdiction over the waters or the kind or nationality of the aircraft shall not be taken into consideration.

Art. 122. Every act of aid shall give rise to a right of compensation proportional to the work and the effectiveness of the rescue which, in the absence of any agreement, shall be judicially determined and apportioned.