

and if it is desired to extend that period, the owner, lessee, or commander shall communicate to the aeronautics authority how long he plans to have the aircraft remain in Brazil, in what States, Territories or regions it will be used and the airport where the aircraft will be based.

Second Paragraph. Such communications shall be made to the Civil Aeronautics Board either directly or through the airport authorities where the aircraft may be found upon the completion of the 90 day period—for consideration by the authority.

Third Paragraph. When the 105 days from the arrival of the aircraft at the customs airport of entry have expired and no extension of the stay has been granted in the manner set forth in the preceding paragraphs, the foreign aircraft shall be detained at the airport on which it is and from there it may take off only to depart from the national territory on the route and with the stops designated for it to reach the border in the direction of one of the adjoining countries.

Article 10. The period of stay and the route of the aircraft dealt with in Chapter II shall be set out in the authorizations granted. When the period has expired, the provisions of the third paragraph of Article 9 shall govern.

Article 11. Depending upon the circumstances and when the authorities of the Ministry of Aeronautics deem it necessary, any foreign aircraft shall be ordered to leave Brazil, or shall be prevented from any flight prior to departure, or shall be restrained to prevent its departure before doubtful aspects may be clarified concerning its flight or stay in Brazil, or fines or bonds to cover damages or injuries caused, have been paid.

First Paragraph. The detention of an aircraft shall be dependent upon an investigation or other formality which may be undertaken from the time when the Brazilian authorities have knowledge of the fact which, in their judgment, gives evidence of any of the violations referred to in the following paragraph.

Second Paragraph. The measures indicated in this Article shall be taken when regulations or laws have been violated generally, and specifically when any of the following violations or infractions have been committed:

a) Failure to observe the law, regulations, traffic rules or instructions which regulate the operation of foreign aircraft (articles 9, 10, 11, 12 and 13 of the Convention on International Civil Aviation, Chicago 1944);

b) effecting transportation for money (Article 7 of the Convention) by aircraft to which Chapter I pertains;

c) failure to pay fees for the use of the airport or failure to pay taxes and/or assessments upon the aircraft (Article 15 of the said Convention);

d) failure to pay fines which might be imposed upon the owner, charterer, or lessee of the aircraft and/or its commander for violation of laws, regulations, or rules pertaining to air traffic;

e) the use of the aircraft by third parties, of foreign or Brazilian nationality, directly or indirectly, or for the benefit and/or in the service of third parties even when flown by the same pilot who brought it into Brazilian territory;