

ices and use it for his own account, unless he is certified as the operator thereof.

The owner shall be considered the actual operator, when the status as such is not certified to another person in the form of a public document and recordation in the National Aircraft Register. Such certification shall constitute a rating that may alter the category of an aircraft, according to the provisions of Article 14.

The owner shall be considered the operator of an aircraft which is not registered in the National Aircraft Register, except when another person is certified as the operator in the Aircraft Register of the country of the nationality of the aircraft, or in any other official document of such country or of Colombia.

Article 35. When a crime is committed aboard an aircraft, or acts take place which require investigation by the authorities, such aircraft must land at the nearest Colombian public airport, and the commander shall immediately report to those local authorities who have jurisdiction to take charge of the investigation and trial in accordance with the general laws concerning jurisdiction and procedure.

Article 36. Damages caused by an aircraft or from it, shall be subject to the jurisdiction of the authorities of the place where the damage was caused in accordance with the general law concerning jurisdiction and procedure.

Article 37. In the investigation of any acts mentioned in Article 35 and 36, the competent authority shall obtain the advice of a commission of experts composed of aircraft pilots, engineers specializing in aviation and physicians specializing in aviation medicine, as [these] may be appropriate.

VI. COMMERCIAL USE OF THE AIR SPACE

Article 38. "Commercial use of the air space" shall be deemed to mean its use by public transport aircraft and aircraft used for aerial service.

Article 39. Commercial use of the national air space may be made only by Colombian aircraft.

Article 40. In order to [operate] any public transport aircraft or aerial service craft, the [operators] shall prove to the Government their administrative, technical and financial ability with respect to the activities which they intend to undertake and that they had obtained the required authorization.

Article 41. The Government may verify at any time whether an established operator is maintaining the required conditions as provided in the preceding article, and may suspend his activities in case of insufficient compliance with any of these conditions.

Article 42. Every operator must maintain a reserve fund, the amount of which shall be fixed or modified by the Government according to circumstances.

Article 43. "Scheduled air service" shall be deemed to mean all operations in the national air space in accordance with rates and schedules fixed for the public.

Article 44. Before an operator who has observed all the requirements stipulated in Article 40, may establish a scheduled airline service in Colombia, to it, or in transit to another country the plan therefor