

Public airdromes shall be those made available by their operators to general air traffic. Private airdromes are those intended by the owner for his own activities. National airdromes shall be those owned by the National Government. All other airdromes shall be private.

Article 52. Every public airdrome or airport may be used by any private aircraft against payment of scheduled fees approved in advance by the Government.

No private aircraft may use a private airdrome or airport without permission from the operator, except in case of *force majeure*.

State aircraft may gratuitously use any national or private, public or private airdrome or airport.

Article 53. Only in case of *force majeure* or accident may aircraft use places which are not authorized airdromes.

Article 54. For the construction of airdromes and installations for air navigation the following requirements must be fulfilled:

a) Prior Government authorization for the study and location of the airdrome and installations.

b) Presentation of plans and drafts for approval and review of the Government.

Article 55. The construction of public airdromes and airports shall be within the exclusive jurisdiction of the Civil Aeronautics Board.

Article 56. Every airdrome or airport shall have a manager, with duties assigned by the operator which must be submitted for approval of the Government.

Article 57. Every airdrome or airport shall have an airdrome or airport captain,⁵ who alone shall perform the duties of the national air police, and whose jurisdiction shall include the land area comprising the airdrome or airport and its facilities and, as to the air over the area all of the corresponding air space up to five kilometers surrounding the airdrome. The airdrome or airport captain shall maintain order and discipline thereon; he shall obey the laws, regulations and other official orders, and enforce them against others; he shall be authorized to delay or refuse the landing or take-off of any aircraft, and shall be invested with disciplinary authority in accordance with the regulations implementing this matter.

Article 58. The Government may designate the manager of a private airdrome or airport as airdrome or airport captain, when the limited importance of the airport makes separate offices unnecessary.

Article 59. The national air police shall be directly under the supervision of the Civil Aeronautics Board.

The Government shall regulate the mutual relations between the air police and the regular police of the country, for the purpose of maintaining unity of the authority and responsibility of the airdrome or airport captain.

Article 60. The regulation, organization and control of all airdromes and airports is hereby declared an exclusive function of the State.

Article 61. To operate an airdrome or airport, the operator shall be required to prove to the Government his administrative, technical and financial capacity with respect to the activities which he intends to undertake, and he must obtain the respective authorization. Such authorizations must be submitted for periodic renewal.

⁵ General supervisor with police and disciplinary powers, who also has authority to delay or prohibit take-off or landing of planes. Ed.