

service. Likewise, private airports shall be placed at the disposal of public service if the general interest so requires, and their construction and operation shall then be subject to the same regulations, inspection and management as national or municipal airports.

Article 50. Airports which, on the basis of the public interest are decreed to be of public use, shall be subject to eminent domain.

Article 51. Only Costa Ricans may be granted franchises for the establishment of private airports, and a servitude on its use shall be gratuitously established in favor of State aircraft.

Article 52. All landing fields may be used gratuitously by any aircraft in case of emergency.

Article 53. The Director is entrusted with the administration of all airports, with the exception of military and privately owned ones for private service. Improvements, buildings and installations thereon with funds authorized by the Board in each case, shall of necessity be owned by the State, even when on land under private ownership.

Article 54. Within the perimeter of airports or surrounding land, whether under public or private ownership, all kinds of official or private air services may be established, based on proper franchises which shall be granted provided each licensee operates with due independence. No exclusive franchise shall be granted for the use of landing runways. Licenses shall be granted, with a report in advance by the Board, by the Ministry of Government (Interior) or the respective municipality, for a period not to exceed ten years, which is renewable. Public lands or those belonging to the State or the municipalities granted for installation of aeronautical services, may not be alienated in any case. Plans for aeronautical services must be approved by the Board before they are executed.

Article 55. Construction, use and operation of landing fields, public or private, is subject to prior authorization by the Civil Aviation Board which shall keep a register thereof.

Article 56. Landing fields used in public service shall have a protective zone whose extension shall be fixed in the regulations, and within which no obstructions may be constructed or maintained which constitute a danger to the operation of aircraft.

TITLE II. AIRCRAFT AND FLIGHT PERSONNEL

CHAPTER I. GENERAL PROVISIONS ON POWERS OF THE BOARD AS TO SAFETY OF AIR TRANSPORTATION

Article 57. The Board is under duty to promote the safety of air transport, for which purpose it shall prescribe and periodically review the following:

- a) The regulations and minimum standards which govern with respect to use of materials, use of labor, inspection, repair, and servicing and operation of aircraft, aircraft engines, propellers and appurtenances: to equipment and facilities needed for such inspections, services and repairs: and to the opportunity and manner of undertaking said tasks of inspection, service and repair;
- b) Provisions governing reserves, as well as available equipment, aircraft, engines, propellers, appurtenances, fuel and lubricants, as well as gasoline and oil to be carried in flight;
- c) The regulations with respect to maximum hours or periods of service of air crews;