

Article 61. Pilots possessing a license issued by an official school or one authorized in the Republic shall be excepted from complying with the provisions of Article 59, they are only required to submit periodically to a physical examination.

Article 62. The Government may revoke without expressing the reason the authorization issued to any pilot referred to in Article 58, when it deems it convenient, whenever it is proven that he habitually imbibes alcoholic beverages, drugs or intoxicating substances.

Article 63. Pilots in command of aircraft shall be responsible for seeing that the rest of the crew as well as the passengers comply strictly with the provisions of the present Regulation and the rules that may be established by the Ministry of National Defense.

The rights and obligations of pilots and other crew members among themselves and in relation to the owners of consignees of the aircraft who employ their services shall be regulated by the laws and provisions of the Republic regarding crews of land or maritime carriers, according to the classification of the aircraft.

Article 64. Appropriate rules and instructions in regard to licenses for flying, examinations for pilots, mechanics, etc. and physical examination of the crews shall be issued by the Ministry of National Defense.

Final provision. All laws and regulations in conflict with the provisions of this Regulation shall be repealed insofar as they are incompatible with the purpose thereof.

This Regulation shall take effect upon publication in the *Gaceta Oficial*.

OTHER LEGISLATION IN FORCE

1. Decree 2949 of July 10, 1951, adopts the Regulation governing the Civil Aeronautics Board (Junta de Aeronautica Civil). (*Gaceta Oficial*, July 28, 1951)

2. Law-Decree 59 of May 9, 1952, provides for documents and requirements for entry and departure of aircraft, as well as covering passengers, baggage and freight which they carry. (*Gaceta Oficial*, May 13, 1952 (estr.))

3. Law-Decree 633 of January 16, 1953, adopts provisions on pleasure flights between Cuba and the United States. (*Gaceta Oficial*, January 19, 1953 (extr.))

4. Resolution of January 6, 1953, approves the fulfillment by the national airlines of all requirements fixed for the commencement of scheduled public passenger, freight and airmail services between New York and Havana, with optional stopover in Washington. (*Gaceta Oficial*, April 1, 1953)

5. Law-Decree 801 of March 27, 1953, provides that new or used aircraft imported into Cuba for private use exclusively, or for pleasure flights, or for aviation schools, shall be exempt from payment of customs duties. (*Gaceta Oficial*, April 13, 1953)

6. Law-Decree 877 of May 27, 1953, provides that the identification marks required on places listed, including public buildings, railway stations, industrial plants, etc., shall be clearly shown on the roof as a guide to aircraft. The name of the city shall be used. (*Gaceta Oficial*, May 30, 1953)

7. Decree 1104 of September 30, 1953, reorganizes the Civil Aeronautics Board of Cuba. The composition of the Board, functions of other officials, such as inspectors of airports, technical and policy ad-