

such condition shall be determined by an Instruction of the Secretary of State for Commerce and Industry, in consideration of the requirements of safety and the international rules issued in application of the Chicago Convention and, with regard to the category of each aircraft, of the characteristics of its construction and the use for which it is intended.

Article 11 (Issuance or validation of the certificate). 1) On the basis of a report submitted after a check of the airworthiness of an aircraft by an agency designated by the Secretary of State for Commerce and Industry, the Civil Aeronautics Board shall issue or renew the airworthiness certificate if the justification presented is satisfactory.

2) If an aircraft has an airworthiness certificate issued by a foreign State which is still valid, the Civil Aeronautics Board, at the request of the owner or user will issue a new certificate or revalidates the old one, provided the latter complies with the conditions of airworthiness established by the Chicago Convention and the Annexes thereto.

Article 12 (Airworthiness certificate). The certificate of airworthiness, in accordance with the form established by the Chicago Convention and the Annexes thereto, shall contain the following information: Make, description and category of the aircraft, expiration date of validity of the certificate and also period checks or a notation showing that maintenance is by means of a permanent verification.

Article 13 (Maintenance, good flight condition). The maintenance of aircraft and the certification of their being in good flight condition may be made only by persons who have the qualifications required by the Chicago Convention and the Annexes thereto.

Article 14 (Cost of inspection). The cost of inspecting for good flight condition in view of issuance or continuation of an airworthiness certificate shall be borne by the owners of the aircraft inspected.

CHAPTER V. LEGAL STATUS OF AIRCRAFT

Article 15 (Definition of aircraft). For purposes of this chapter, an aircraft includes the fuselage, the engines, propellers, radio equipment and all equipment necessary for its operation.

Article 16 (Legal nature of aircraft). Aircraft are personal property subject to the rules of the common law, except for the special rules enumerated in the following articles.

Article 17 (Mortgages on aircraft). Aircraft are capable of being mortgaged or being burdened with other servitudes: The provisions of the Code of Commerce concerning mortgages on ships shall be applicable to mortgages on aircraft; however, only debts for compensation due for salvage of aircraft and for extraordinary expenses necessary for preservation of an aircraft shall be privileged.

Article 18 (Voluntary sale of aircraft). The voluntary sale of an aircraft must be executed by a writing.

Article 19 (Attachment, and forced sale of aircraft). Attachment and forced sale of an aircraft shall take place in accordance with the provisions of the Code of Commerce: however, the periods of time to be observed and notifications to be given shall be subject to special provisions determined by ordinance of the President of the Republic based on a report of the Secretary of State for Commerce and Industry.