

- e) The cargo transported is distributed and secured in such manner that the aircraft may make the trip with safety;
- f) The aircraft carries sufficient fuel and oil to complete the flight without danger, and has the necessary fuel and oil reserves;
- g) The prescribed crew is on board;
- h) Instructions of the air traffic control services are observed.
- i) The necessary maps and charts for the flight are on board;
- j) There is on board the safety equipment corresponding to the type of flight being made.

*Article 136. Weather Minima at Airports.*

- 1) The General Bureau of Civil Aeronautics shall fix the weather minima for each airdrome.
- 2) No operator may fly at weather minima below those established by the General Bureau of Civil Aeronautics.

*Article 137. Chief Pilots.*

- 1) During flight, there must be at least one pilot at the control position.
- 2) If the certificate of airworthiness or other document requires two (2) pilots, they shall both remain at the control posts during the take-off and landing, and under dangerous conditions.

*Article 138. Access to the Cockpit.*

Access to the cockpit during a flight is strictly prohibited for any person not a member of the crew, with the exception of inspectors of the General Bureau of Civil Aeronautics or of the company operating the aircraft.

*Article 139. Weather Observations.*

Whenever possible, the pilot commander must communicate observations on the weather along his routes at the times and places prescribed, as requested by the authorities of the weather service.

- 2) The pilot commander must also communicate as soon as possible the pertinent details which may affect the safety of other aircraft.

*Article 140. Documentation.*

The pilot commander of any aircraft in public air transport coming from abroad or leaving the country, must present to the respective competent authorities at the airdrome of entry or departure the documents prescribed by the international regulations.

*Article 141. Emergency Landing.*

In case an aircraft in international flight, is forced in an emergency to land outside an international airport, it must immediately notify the aviation authorities of the place, or in the absence thereof, the nearest authority, for the purpose of taking the necessary measures to avoid the unloading of an aircraft without complying with the requirements of the Law. Extraordinary expenses caused to the Government by this action shall be to the account of and chargeable to the owner or operator of the aircraft.

*Article 142. Flight Reports.*

Upon terminating or during a flight, in case of urgency, the pilot commander shall notify the authority designated by the General Bureau of Civil Aeronautics, and the operator of the aircraft, of any