

or landing on the basis of aircraft documents submitted by the captains of aircraft. He shall be responsible for the accuracy of the verifications made when granting such visas. The airdrome controller shall be entitled to retain any aircraft if he finds any lack of [information] or any irregularity in the aircraft documents or if this is necessary as a preventive measure for the safety of the flight.

The airdrome controller shall be responsible for the successful performance of all aeronautical activities within his jurisdiction, for the strict observance of the rules of air and airport traffic, for the behavior and discipline of the agencies under him, and for the good functioning of all airdrome installations and those within the airdrome zone, necessary for the carrying out of the respective activities. He may take any steps [necessary] for removing danger or obstacles dangerous to air navigation.

*Art. 38.*

Within the airdrome the responsibility of the airdrome controller as regards aircraft, crews, passengers and cargo shall begin, in accordance with Article 29, as soon as the responsibility of the captain of the aircraft ceases, and shall end as follows:

As regards passengers and cargo: when they leave the airdrome in domestic flights, and on delivering them to the customs agencies, in international flights;

As regards aircraft; when handing them over to the military authorities at the airdrome after the crew has left the aircraft and the aircraft has been closed in the presence of its captain and placed in the hangar.

*Art. 39.* The airdrome controller must make a written report in case of disregard or infringements of aeronautical provisions and forward them without delay to his supervisory authority and to the Ministry of Land, Sea and Air Transportation.

SECTION IV—LABOR CONDITIONS AND RIGHTS OF PERSONNEL

*Flight personnel in civil aviation*

*Art. 40.* By derogation from the provisions of common law, the professional flight personnel in civil aviation shall enjoy, for the strain caused by the efforts and risks of flying, special working conditions, allowances for flight, the protection and stimulation of work, rest, insurance in case of death or of inability to work, and old-age pensions, established by special laws.

By "old-age pensions" of professional flight personnel in civil aviation shall be understood a pension to which flight personnel are entitled after reaching the length of service calculated on the basis of strain in aeronautical work, without also requiring any age limit.

Any member of the professional flight personnel in civil aviation who loses his ability to work while on duty shall, in case of an air accident or industrial disease, be granted a higher disability pension. Likewise, the family of a member of the professional flight personnel in civil aviation who dies while on duty, shall be granted a higher pension for the loss of the breadwinner. Such pensions shall be established by special laws.

The Ministry of Land, Sea and Air Transportation shall establish, according to functions, the minimum qualifications and duties of the