

No aircraft prototype shall qualify or obtain authorization for its test flight, unless it has undergone prior technical inspection by the Ministry of Air.

After the prototype has been approved, the rights therein shall be governed by the laws on industrial property.

Article 35. (Final provisions, section 5). Construction of series aircraft and engines and of their accessories, shall require a warranty by a certified technician and, in all cases, a permit and inspection by the Ministry of Air; the Ministry may enjoin such construction when it does not comply with the conditions under which the authorization was granted.

Article 36. (Final provisions, section 5). No aircraft shall be authorized to fly without an airworthiness certificate. By airworthiness certificate shall be meant the document that serves to identify the aircraft from the technical point of view, that defines its characteristics and expresses its qualifications for flight as obtained from the aircraft inspection on the ground and from its test flights.

The Ministry of Air shall have exclusive jurisdiction to issue airworthiness certificates and to determine and approve the tests to be carried out for the certification of the aircraft itself or of its parts. The Ministry shall also issue airworthiness certificates for all military aircraft.

Article 37. (Final provisions, section 5). Foreign airworthiness certificates may be validated in Spain when they comply with internationally accepted minimum requirements.

Article 38. (Final provisions, section 5). Regulations shall establish the requirements and tests to be carried out for obtaining such certificate, or the renewal, or the period of validity thereof.

CHAPTER VII. AIRPORTS AND AIRDROMES

Article 39. Areas designated for the landing and take off of aircraft shall be classified as airdromes and airports. The former may either be permanent or temporary.

Airdromes shall be deemed to be areas of fixed extent including as the case may be, buildings and installations normally used for the take-off and landing of aircraft. Airdromes shall be considered temporary when they are designated for a specific use under special circumstances.

According to the nature of their use, airdromes may be military or civilian, and the latter, as in the case for airports, may be either public or private.

An airport shall be deemed any airdrome in which exist permanent public installations and services which serve the air traffic in a regular way, and which permit the grounding and repair of aircraft and landing and dispatch of passengers or cargo.

Article 40. Airports and airdromes shall be classified by regulations according to their size and the nature of their installations, the aircraft that use them, and the nature of the services they render.

Special regulations shall determine the airports which are open to international traffic, which must have permanently the required services to land aircraft arriving from, or leaving for abroad.

Article 41. Airdromes exclusively used permanently or temporarily for military services shall be called military airdromes and shall be