

accordance with the provisions of Article 7 of Law 9977, of December 5, 1940, in which case Law 10050 of September 18, 1941 shall apply insofar as pertinent.

Article 80. National public aircraft in their functions of vigilance, safety or health, shall not pay fees at public airdromes owned by private individuals or airline corporations.

Article 81. Owners of private airdromes may not oppose in any case the landing of public aircraft of the State. They may not oppose the use of their hangars, when no harm is caused thereby.

Chapter III. Restrictions

Article 82. For the purpose of guaranteeing safety of air navigation, and especially to facilitate the landing and take-offs of aircraft, and in application of the principle of restrictions in the interest of air navigation, "safety zones" shall be created around airdromes and airports, in which the construction or maintenance of all categories of obstructions are prohibited or restricted.

Article 83. For the purpose of fixing the zones referred to in the preceding article, airdromes or airports shall be classified by the Executive in four categories:

A) Airdromes or airports of the first category shall be considered those which have usable runways or take-off strips of a length greater than 1,350 meters.

B) Airdromes or airports of the second category shall be those which have usable runways or take-off strips between 1,000 and 1,350 meters in length.

C) Airdromes or airports of the third category shall be those which have usable runways or take-off strips between 750 and 1,000 meters in length.

D) Airdromes or airports of the fourth category shall be those which have usable runways or take-off strips no longer than 750 meters.

Article 84. The "safety zones" referred to in Article 82 shall be determined in accordance with the following characteristics:

A) For airdromes or airports of the first, second and third categories, the construction or maintenance in the "safety zone" of any permanent or transitory, continuous or discontinuous obstruction is prohibited when its height is more than $1/30$ (one-thirtieth) of the distance from said obstruction to the perimeter of the runways, which perimeter shall be established by the Executive for each airdrome or airport.

B) For airdromes or airports of the fourth category, the construction or maintenance in the "safety zone" of any permanent or transitory, continuous or discontinuous obstruction is prohibited when its height is more than $1/20$ (one-twentieth) of the distance from said obstruction to the perimeter of the runways, such perimeter to be established by the Executive in each airdrome or airport.

Article 85. For airdromes or airports which have runways for landing in fog, the construction or maintenance of any permanent or temporary, continuous or discontinuous obstruction is prohibited in the said "safety zone", the height of which is more than $1/40$ (one-fortieth) of the distance from said obstruction to the perimeter of the