

Article 59. Search and rescue of civil aircraft shall be affected with the public interest and, except in special situations, shall be carried out under the direction and control of the aviation authorities.

Article 60. An aircraft shall be considered lost when its destruction is proved, when it is declared unserviceable by the aviation authority, as the consequence of a disaster, or when three months have passed since the date on which the last news was received from it.

The Aviation Authority shall declare the loss and shall cancel the respective registration. After such declaration, the statute of limitation for the respective actions shall begin to run.

Article 61. An aircraft shall be considered abandoned when in a duly justified situation the owner or operator makes a declaration to that effect: when it is not registered and the name of the owner and its place of origin are unknown; and when it remains inoperative on an airdrome for more than ninety days without being in the care of some person.

The Aviation Authority shall declare the abandonment, and with the cooperation of the other authorities concerned, shall dispose of the aircraft and of the property found aboard.

CHAPTER XI. SERVITUDES

Article 62. Aircraft shall be deemed personal property (chattels) of a special nature, susceptible of being mortgaged, which must be registered or recorded in the Air Registry of the Republic of Venezuela. Transfer of ownership and servitudes which may be imposed thereon must be recorded in the Air Registry. Otherwise such acts shall be without effect with respect to third parties.

Article 63. The following shall be preferred credits on aircraft, on their value or the amount for which they are insured, in the order named:

1. Credits for national and local taxes and other payments for the current and the preceding year.
2. Court costs incurred in the common interest of creditors.
3. Compensation for damages due this law.
4. Expenses for aid and salvage for services rendered to an aircraft in danger and supplies for its last trip.
5. Salaries owed to members of the crew for the last trip and up to 15 days after the arrival of the aircraft at the airport.

Article 64. In cases of attachment or any other legal action taken with regard to an aircraft used as public carrier, the authority who imposes the measure shall see that there is no interruption in the service and shall inform the Aviation Authority of the action taken.

CHAPTER XII. SCHOOLS, CLUBS AND AVIATION INDUSTRIES

Article 65. Private Aviation schools shall be operated under a revocable and temporary permit, and aviation and model airplane clubs shall be organized as civil associations. Both shall be subject to the supervision of, and inspection by the National Government.

Article 66. Aviation manufacturing plants and repair shops shall be established in accordance with the respective permits.

Article 67. Such schools and institutions of aeronautical studies, and the establishment of aviation manufacturing plants and repair