

Article 57. Any aircraft for which certificates of airworthiness cannot be produced or the registration signs of which do not agree with the certificate of registration or of airworthiness, may be impounded at the expense of the owner by the authorities charged with the application of this book until the identity of the owner is established.

Article 58. A transcript of the proceedings stating the violations provided for in this book and in the decrees issued for its application, shall be forwarded without delay to the State's attorney.

BOOK II—AIRPORTS

Article 59. [Abrogated by Decree No. 59-92, of January 3, 1959. See *infra*.]

Title I—Restriction in the interest of navigation

[Abrogated by Decree No. 59-92, of January 3, 1959. See *infra*.]

Title II—Airports open to public airflight

Chapter I—Establishment

Articles 72 and 73. [Abrogated by Decree No. 59-92, of January 3, 1959. See *infra*.]

Article 74. [Amended by Decree No. 60-275 of March 25, 1960. See *infra*.]

Article 75. The establishment of an airport for public air flight that does not belong to the State shall be subject to the conclusion of an agreement between the minister in charge of civil and commercial aviation and the public or private natural or legal person who establishes the airport: such agreement must be approved by the minister who supervises the public group or establishment concerned. It shall also be subject to the consent of the minister of finances and economic affairs if it involves financial obligations to the State. Such agreement shall establish in particular in regard to the classification of an airport in one of the classes provided for in Chapter II of this title:

- a) the layout and the types of equipment to be used which shall concern primarily the understructure;
- b) the financial arrangements for the execution of the work and the operation;
- c) the proper measures for maintenance of the airport, its annexes and installations in a condition required by safe aerial navigation and for exercise of proper policing;
- d) the proper conditions to assure permanency of operation and adaptation of the airport to the needs of aerial traffic.

Article 76. Any party signatory to such an agreement may, with the consent of the minister in charge of civil and commercial aviation, entrust a third party who is accepted by the minister with compliance with all or part of the obligations incumbent upon him under the agreement. In such case, the signatory party and the third party operator shall be jointly liable to the State.

Article 77. The State shall be responsible for:

- a) the procurement, maintenance, and operation of the installations intended to insure control of air traffic on an airport;