

lished for the safety of aerial navigation, but the provisions of Articles L. 97 to L. 123 of the Code of Postal Matters, Telegraphs and Telephones concerning restrictions in the interest of radio-electric transmission and reception shall apply:

d) to certain locations which constitute preferred reference points for aerial navigation.

*Article 10.* The restrictions provided for in Article 8 shall ensure to aerial navigation conditions safety at least equivalent to those resulting from the standards and recommendations of the International Civil Aviation Organization, in accordance with annex 14 of the Convention on International Civil Aviation of December 7, 1944, and with the international civil and military conventions.

*Article 11.* For each airport and installation provided for in Article 9, a plan of clearance shall be established by decree after a public investigation and advice of a central commission set up for this purpose in order to ensure the conditions of safety specified in Article 10.

The cost of such restrictions defined in the plan shall be chargeable to the respective funds beginning on the day of publication of the decree.

The clearance plan shall be modified in the same manner. However, no public investigation shall be necessary when the purpose of the modification is to remove or alleviate restrictions provided for in the plan.

*Article 12.* In urgent cases, temporary safeguarding measures may be taken by ministerial order after a public investigation and advice of the commission mentioned in the preceding article.

These temporary measures shall cease to be applicable if they are not included in a regularly approved clearance plan within two years from the issue of the decree.

*Article 13.* The provisions of Articles L. 103 and L. 104 of the Code of Postal Matters, Telegraphs and Telephones, shall be applicable to aeronautical clearance restrictions and the taking by eminent domain provided for in Article L. 103 shall proceed in accordance with the provisions of Ordinance No. 58-997 of October 23, 1958.

The costs and indemnities due under the application of these provisions are incumbent upon the State except for the provisions of Article 77 of the Code of Civil and Commercial Aviation and the special provisions concerning airports of paragraph b, of Article 9 of this decree.

*Article 14.* The minister in charge of civil and commercial aviation or, in regard to those airports or air routes concerning him, the minister in charge of national defense, may prescribe day and night markings or markings for day or for night time for all obstacles which he considers dangerous to aerial navigation.

He may further order the installation of visual or radio-electric devices of aid to air navigation.

He may also order the removal or modification of any visual device other than a device of maritime marking or railroad or road signs which is such as to create confusion with visual aids to air navigation.

*Article 15.* Except for the provisions of Article 77 of the Code of Civil and Commercial Aviation and the special provisions concerning the airports mentioned in paragraph b, of Article 9 of this decree,