

airworthiness conditions required by the international regulation in force.

*Art. 14. Certificate.* The airworthiness certificate, in conformity with the model established by the international regulation in force, shall contain the following information: marks, description and category or the aircraft, date of expiration of the certificate, and also periodic statements or mentions attesting that maintenance is kept up by constant checking.

Other technical data concerning the aircraft and particularly the equipment and minimum crew necessary, and maximum hours shall be contained in a flight manual when the keeping of such manual is prescribed.

*Art. 15. Aircraft built in Morocco.* When an aircraft is built in Morocco, the manufacturer must inform the Minister of Public Works thereof, furnish him with all the documents, plans and designs considered necessary, make all tests required and submit to all controls. When the manufacturer does not submit to this provision, the airworthiness certificate may be denied him.

*Art. 16. Changes, repairs, maintenance.* No change or repair may be made on a Moroccan aircraft in possession of a valid airworthiness certificate except on the instruction, or with the approval of the chairman of the Aviation Board: such aircraft may not be returned to service before its good flight condition has been duly stated by a qualified person.

Maintenance of aircraft may be made only by persons having a special license, or under the supervision of such persons, with a special authorization from the chairman of the Aviation Board.

The persons or organizations who have the responsibility to certify that an aircraft is flightworthy, must have the qualifications provided for in article 32 of this decree.

*Art. 17. Suspension of validity.* The chairman of the Aviation Board may suspend the validity of an airworthiness certificate or make its renewal subject to certain conditions when the aircraft does not comply with the required technical conditions or when it is used under conditions which do not comply with those specified in the certificate or when it has suffered serious damage or has been the object of a change which has not been approved, or has not been maintained in accordance with the maintenance manual.

However, during the suspension of the validity of the certificate the chairman of the Aviation Board, within the limits of use prescribed for the safety of the aircraft or persons aboard, may authorize a flight of such aircraft to the place where it may be restored to airworthiness, or consecutive tests in flight.

*Art. 18. Non-liability of Morocco.* The Moroccan Government assumes no liability for damages to an aircraft and its equipment during checks. If they so desire, it is incumbent upon the owners or operators to insure the aircraft against such damages.

The Moroccan Government further assumes no liability for any damages or faults arising from the materials used, the construction, or maintenance, or from any change in, or repair of an aircraft, from the fact that the checks were made, even if the official or the organization making the check raises no objection.