

That the cargo is well distributed and secured so as not to endanger flight safety;

That the amounts of fuel and lubricants are sufficient for the planned flight and that the required reserve of fuel and lubricants is carried;

That the required flight personnel is aboard and able to perform their functions;

That the instructions of the traffic controller are observed;

That the maps and plans for the route to be followed are aboard.

No international flight may be made before the pilot in command fills out a ticket of preparation certifying that he has checked all the points specified above. The operator must keep such tickets of preparation for six months.

*Art. 158. Fuel and lubricants.* No aircraft may begin a flight either inside Morocco or going to, or taking off from Morocco, without carrying fuel and lubricants in an amount sufficient to make the flight in complete safety in conformity with the international regulation in force.

*Art. 159. Weight at take-off, in flight, and on landing.* The weight of an aircraft at the beginning of the take-off, during flight, or on landing, may not exceed the maxima specified in the airworthiness certificate, or the maxima specified for certain airdromes or routes, when those maxima are less, considering weather conditions, altitude, length and inclination of airdrome runways, or weather conditions and altitudes along the routes.

The weight of an aircraft at take-off, less the weight of fuel to be consumed in flight, may not exceed the above maxima on landing at the airdrome of destination or at an alternate airdrome.

The load of an aircraft in flight must be so distributed that the center of gravity of the aircraft is within the limits specified by the airworthiness certificate.

*Art. 160. Minimum weather conditions on airdromes.*

The chairman of the Aviation Board shall specify minimum weather conditions for airdromes.

No aircraft may take off from an airdrome when one of the elements constituting the minima is less than specified.

Aircraft may not:

land or make an approach for landing when one of the elements constituting the minima for landing is less than specified for the particular airdrome, except in an emergency;

continue its flight toward the airdrome, landing on which is provided for in the flight plan, unless the most recent weather reports indicate that at the expected time of arrival at the airdrome, or an alternate airdrome, the weather conditions at either airdrome are as good or better than the minima specified.

*Art. 161. Icing.* No aircraft may take off on a flight during which it may encounter icing conditions unless it has proper anti-icing or de-icing equipment as prescribed by the chairman of the Aviation Board.

*Art. 162. Safety tests.* Before the pilot-in-command takes his aircraft to the take-off position, he must ascertain that his radio equipment is in good working order.