

Immediately after take-off, the pilot-in-command shall:

Test the controls to their limits and make all other tests, to be certain that they function properly;

Ascertain that all doors and openings are fastened;

Test the engine or engines at full throttle, in conformity with the instructions of the manufacturer and test, at that time, the various apparatus connected with the engine;

Test the various flight instruments.

In case any test shows any failure or malfunction, the aircraft may not take off before correction has been made by a duly qualified person.

*Art. 163. Pilots at controls.* When an engine has been started before flight and until all engines are stopped, a pilot must be at the controls.

When there are two pilots, they must remain at the controls during take-off, landing, and when there is turbulence in flight.

*Art. 164. Admittance to cockpit.* No one may enter, and the members of the flight crew may not permit anyone to enter the cockpit during flight except with the permission of the pilot-in-command.

However, unless the pilot-in-command thinks that it may endanger the safety of the aircraft, a person duly authorized by the chairman of the Aviation Board may enter for purposes of checking, inspecting or controlling either the aircraft or its equipment, or a member of the flight crew, or a ground installation.

*Art. 165. Flight performance.* The pilot-in-command must perform the flight in accordance with the provisions of this decree, and particularly the provisions of Title V of Part I.

*Art. 166. Weather observations in flight.* The pilot-in-command must transmit weather observations made in flight, in the form and at the times specified.

He shall give notice, as soon as possible, of dangerous weather conditions encountered in flight, with all details that may be useful for the safety of the aircraft.

*Art. 167. Documents to be supplied.* The pilot-in-command of any aircraft going to or coming from Morocco, must show to the competent authorities at the airdrome of entry or exit, the documents specified in the international regulation in force and established in accordance with the provisions thereof.

The Minister of Public Works, in accord with, as the case may be, the Minister of the Interior, the Minister of Finance, the Minister of Public Health, or the Minister of Agriculture, may: a) exempt aircraft specified in paragraph 1 above, from presenting one or the other document or authorize presentation of simplified documents, and b) determine by ordinance what formalities must be fulfilled in regard to admittance and leaving of passengers, baggage and freight.

*Art. 168. Flight incidents and failures.* At the end of a flight, and in urgent cases during the flight, the pilot-in-command shall signal in the prescribed manner and to the person designated by the chairman of the Aviation Board, any incidents which happened in flight and any failure noticed on the aircraft and the equipment thereof, on airdromes, aids to navigation, and other aviation installations.

*Art. 169. Prohibition to transport passengers.* When an airdrome is used for tests for private pilot's licenses, for a higher license, for buzzing flights, or for tests of aircraft and engines, it shall be prohibited to transport passengers other than instructors or examiners or inspectors.