

Art. 48. No equipment for radio telegraph or radio telephone intended for the mobile aeronautical communications service may be installed or used aboard an aircraft without special authorization; the same shall apply to equipment for radio navigation or electromagnetic detection.

Aircraft for public passenger transport must be equipped with radio communication apparatus necessary for flight safety under conditions determined by decree.

In all cases, the crew members who use radio telegraph or radio telephone equipment must have a radio operator's license or a qualification for radio telephone; the use of such equipment must be in accordance with the regulations.

Art. 49. Any aircraft landing on an airdrome or on private property shall be subject to the control and supervision of the administrative authorities.

Art. 50. Any aircraft in flight anywhere must submit to the orders of the police and customs stations and aircraft, in whatever form such order may be given.

Art. 51. Aircraft flying exclusively over airdromes and areas approved by the administrative authorities as training areas, shall not be subject to the provisions of Articles 45 to 52, provided such flights do not constitute a public show. However, they may not transport passengers unless they have a certificate of airworthiness.

Art. 52. Airworthiness certificates, aptitude patents and licenses issued or validated by the State whose nationality the aircraft has, shall be recognized as valid for flight above Senegalese territory when reciprocity exists under an international convention or a decree.

TITLE III. DAMAGES, LIABILITY AND LOSS OF AIRCRAFT

Art. 53. During flight pilots must comply with traffic and flight rules and must take all precautions necessary to avoid damages.

Art. 54. In the case of damages caused by an aircraft in flight to another aircraft in flight, the liability of the pilot and of the operator of the aircraft shall be regulated by the provisions of the Civil Code.

Art. 55. The operator of an aircraft shall be fully liable for damages caused to third persons on the ground by the flight of aircraft, or by persons or articles falling therefrom.

Such liability may be reduced or avoided only by proof of negligence of the injured person.

Art. 56. Except with a special authorization, it shall be prohibited, other than in cases of *force majeure*, to throw from an aircraft in flight any goods or articles whatever, with the exception of regulation ballast.

In case of jettisoning by reason of *force majeure*, or jettisoning of regulation ballast or of specially authorized jettisoning which causes damages to persons and property on the ground, the liability shall be determined in accordance with the provisions of the preceding article.

Art. 57. In the case of charter of an aircraft, the owner and the operator shall be jointly liable to third persons for any damages.

However, when the charter has been recorded in the register, the owner shall only be liable when the third person proves negligence on his part.