

A list of the names of passengers shall be placed in the aircraft. The aircraft shall also have a copy of this list to be presented on every demand of the authorities charged with the enforcement of circulation regulation.

This provision, however, shall not be applied to flights in which the aircraft is to return to the aerodrome of departure without landing at any other point.

Article 60. The carrier in an international air service shall accept passengers only after confirming that they are legally permitted to land at their destination and the points at which the aircraft lands en route.

SECTION 3. OPERATION OF AIRCRAFT

Article 61. If an aircraft is chartered for several successive journeys or for a specified period, its pilot and crew shall continue to be under the administration of its owner unless an agreement is concluded otherwise.

Article 62. The owner of an aircraft leased to another person shall continue to be responsible for legal obligations and shall, in conjunction with the lessee, be responsible for violation of these obligations.

If the lease contract is recorded in the register and if the lessee, whatever his nationality, fulfills the conditions required for the ownership of a Syrian aircraft, he shall be considered, in his capacity as the operator of the aircraft, as solely responsible for the legal obligations and the violations thereof.

SECTION 4. UTILISATION OF AIRCRAFT BY THE GOVERNMENT IN CASES OF EMERGENCY

Article 63. In exceptional circumstances such as flood and epidemics, the Minister of Public Works and Communications or the authority concerned shall have the right to requisition aircraft which are stationed at or which land at Syrian aerodromes.

CHAPTER IV. DAMAGES AND RESPONSIBILITIES

Article 64. Pilots of aircraft in flight, shall conform to the regulations relating to circulation prescribed route, lights and signals; and shall take all necessary precautions to avoid causing damages.

Article 65. The operator of an aircraft is de jure responsible for injuries to persons and damages to property on the ground which may be caused by the operation of the aircraft or by objects detached from it.

This responsibility cannot be mitigated or evaded unless it is proved that the damage incurred was caused by the injured party.

Article 66. No cargo or objects other than the legal ballast shall be thrown out of a flying aircraft except in case of force majeure.

If an object is dropped in a case of force majeure or if the legal ballast is thrown out thus causing damage to persons or property on the ground, the question of responsibility shall be decided in accordance with the provisions of the previous Article.

Article 67. If an aircraft is chartered, its owner and operator shall be jointly responsible for the damages caused by them to the other party.