

Art. 152. As the representative of the owner, carrier, or operator, the commander of the aircraft may, without special authorization, and notwithstanding the provisions of Articles 153 and 154;

a) purchase anything necessary to the continuation of the trip:

b) contract for repair services which the aircraft may need;

c) raise funds to carry out the above measures;

d) employ the best means to act so as to safeguard the rights and interests of the owner, carrier, or operator.

Art. 153. The powers referred to in the preceding article may be enlarged or restricted, provided however that in such case they shall be binding on third parties only when embodied in the documents referred to in Article 24 of this Code.

Art. 154. The powers of commander as representative of the owner, carrier, or operator shall only be exercised where none of them maintains a permanent agent or commercial representative.

Art. 155. As the depositary of the merchandise and baggage, the commander shall exercise due care in its safekeeping and for that purpose he may, in the absence of special authorization, carry out any measures necessary therefor as the agent of the owners, carriers, or operators, respectively.

Art. 156. It shall be incumbent upon the commander of the aircraft, within the purview of the special regulations that may be promulgated, to perform the functions of a public official, empowered to execute a certificate of a birth or a death occurring on board.

Art. 157. A commander, or any crew member, who without good cause abandons the performance of his duties during a trip shall answer to the owner, carrier or operator, to the passengers or shippers, for losses or damages resulting from his negligence.

Art. 158. A commander shall answer for intentional wrongdoing or negligence to the owner, carrier, or operator, who shall have a right to recoup from him for any compensation for which they may be liable to third parties, for acts done at his direction.

CHAPTER XII—CAUSES OF ACTION AND LIMITATIONS

Art. 159. Causes of action in the field of aviation shall be subject to a statute of limitations.

Paragraph 1. The period for instituting any action shall be two years, measured as follows:

a) in actions arising from carriage: from the date of arrival or from the date when the aircraft should have arrived at its destination, or from the time of interruption of the carriage, or from the date of the delivery of the merchandise;

b) in actions for compensation in cases of aid or rescue: from the completion of the service;

c) in actions involving builders, engineers and architects; from the construction, certification and designs of aircraft, counting from the day of delivery and acceptance of the aircraft, in the case of contract work, and from its conclusion in the case of construction by the administration.

Paragraph 2. If the party in interest proves that he does not have knowledge of the loss, or of the person liable therefor, within