

and its crew in possession of regular licences. In that case alone, the licences in question shall be considered evidence of non-culpability and make it incumbent on the prejudiced party to prove the contrary.

**Article 68.** — Any clause intended to exonerate the carrier from responsibility respecting an act done by himself or by any of his staff in connection with the loading, preservation and delivery of the goods shall be null and void. Likewise any clause intended to free the carrier from responsibility for his personal errors shall be null and not binding.

**Article 69.** — The pilot of an aircraft may order while en route the jettison of loaded goods if the jettison is indispensable for the safety of the aircraft. He must jettison the cheaper goods first when possible. He shall incur no responsibility towards the sender and the consignee for the loss of such goods. Responsibility for damage to the terrain shall remain unaffected.

**Article 70.** — With due regard to the preceding provisions the regulations of Commercial law shall apply to air transport.

## SUB-CHAPTER 2

### TRANSPORT OF PASSENGERS

**Article 71.** — The booking ticket delivered to the passenger is considered as a contract for his transport.

**Article 72.** — Aircraft must hold a copy of the passengers list to produce at the request of the competent authorities. This, however, does not apply to aircraft overflying the country.

**Article 73.** — In the case of international transport, the carrier must not accept passengers save after ensuring that they have the necessary permits to land at the des-