

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 Dahomey 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 the rules provided for in Title II of this Book and must take all precautions necessary to avoid damages.

Art. 54. In the case of damage 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 the 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 damage 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 damage.

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.

Art. 58. An action for damage liability shall be brought, at the choice of the plaintiff, in the court of the place where the damage was caused or in the court at the domicile of the defendant.

In the case of damage to an aircraft in flight, the court at the place where the aircraft had to land after the damage shall have jurisdiction.

Art. 59. The provisions of the Merchant Marine Code concerning aid and salvage at sea shall apply to aircraft in danger at sea and to pilots of aircraft who may render assistance to the persons in danger.

Art. 60. Any person who finds a wrecked aircraft must notify the nearest administrative authority within forty-eight hours after the discovery.

However, the rules concerning shipwrecks shall apply only to aircraft wrecked at sea or on the seashore.

Art. 61. In the case of disappearance of an aircraft without news, the aircraft shall be presumed lost three months after the date when the last news was sent.