

force is applied to lift it, to the moment when the landing run is completed. If it concerns an aircraft lighter than air, the expression "in flight" is applied to the period between the moment in which it leaves the ground up until the moment that it is again moored to it.

*Article 285. Presumptions as to owners.* A registered owner in the Registration records of the aircraft shall be presumed to be the operator and, as such, liable unless it is proved in a case to decide as to his liability that another person is the operator, and he takes the proper measures to prove this in the said case.

*Article 286. Joint liability.* If the person who was the operator at the time that the damages were caused does not have an exclusive right to use the aircraft for a period of more than fourteen days, computed from the moment at which he had the right to use it, the person conferring the right shall be jointly liable with the operator, both being bound jointly and individually as to the conditions and limitations of liability provided in this Law.

*Article 287. Lack of consent.* If a person uses an aircraft with [without?] the consent of the one having the right to control its operation, the latter, unless he proves that he has taken adequate measures to avoid such use, is jointly liable with the illegal user for damages caused to third persons on the ground, both of them being jointly and severally liable under the conditions and limitations of liability provided in this Law.

*Article 288. Force majeure.* A person liable for damages to third persons pursuant to this Law is not obliged to repair damages which were a direct result of armed conflict or civil commotions, or if he has been deprived of the control of the aircraft by *force majeure*.

*Article 289. Fault attributable to injured person.* A person who is liable for damages to third persons pursuant to this Law, shall be exempt from liability if he proves that the damages were caused solely by fault of the person suffering them or of his agents. If the person liable proves that the damages have been caused partially by fault of the injured person or of his agents, the compensation shall be reduced proportionately to the measure to which his fault has contributed to the damages. Nevertheless, there shall be no exemption or reduction if, in the case of fault on the part of the agents, the person suffering the damages can prove that they were acting outside of their powers.

If the damages arising from the death or injury to a person serve as a basis for an action brought by another, the fault of the former or of his agents, shall also have the effects provided in the preceding paragraph.

*Article 290. Collision.* If two or more aircraft in flight collide or interfere with each other, and damages result which must be repaired pursuant to Article 282, or if two or more aircraft jointly cause such damages, each of the aircraft shall be considered as the originator of the damage, and the respective operator shall be liable under the conditions and limitations of liability provided in this Law.

*Article 291. Exceptions.* Persons mentioned in Articles 285, 286 and 287 may file exceptions available to the operator under this Law.

*Article 292. Amount of compensation.* The amount of indemnity for damages and injuries which must be repaired according to Article