

b) Ascertain that the aircraft and its various pieces of equipment have been carefully inspected and are in perfect working order;

c) Be in possession of the weather reports for his route, and refrain from starting on a trip unless he has a satisfactory report at least to the first place of landing;

d) Supervise proper storage of the cargo on board, and not overload beyond the authorized weight;

e) Reject merchandise in obviously bad condition which constitutes a danger to the aircraft or serious annoyance to the passengers and the crew, as well as prohibited articles;

f) Prevent the boarding of persons in abnormal physical or mental condition which may prejudice the order and safety of the trip.

CHAPTER III. CONTRACTS DEALING WITH AIRCRAFT AND ACQUISITION OF
TITLE OF POSSESSION

Article 190. Any contract by which ownership in an aircraft is transferred or which represents a lien on an aircraft, must be by a public document which shall be recorded in the Register of Aeronautical Property.

Article 191. When there is on an aircraft a mortgage or some other lien typical of real property, the judicial sale shall be made as if it were real property; in other cases such sale shall be made in conformity with the rules on personal property.

Article 192. Two or more persons may be joint owners of an aircraft and such joint property shall be governed by the rules of the Civil Code.

Article 193. A charter shall be a contract by which the lessor, for remuneration, transfers to another the use of all or part of the capacity of a particular aircraft, for a trip or a series of trips, for a certain number of kilometers, or for a certain time, and reserves supervision and authority over the crew and the technical direction of such aircraft.

The rights and duties under a charter may not be transferred in whole or in part when the right to do so is not expressly agreed upon.

Article 194. The charterer shall be the Contracting party who has concluded a charter contract with the proprietor of the aircraft or with the person who may lawfully make such a contract.

Article 195. A charter contract must be in writing and must be approved by the Ministry of Aviation, which shall grant such approval only when the charterer is authorized by the provisions of this Code to render the service for which he proposes to use the aircraft.

Article 196. All liabilities contained in this Code in regard to a transportation contract shall be incumbent on the charterer; but there shall be joint liability of the lessor and the charterer in regard to compensation for damages to passengers or third persons on the ground.

Article 197. If the charterer, being authorized to do so, in turn grants a charter on the aircraft, liability in regard to the transportation contract shall rest upon the last charterer; but there shall be joint liability of the charterer and prior charterers for damages to passengers or third persons on the ground.