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*Changes to legislation:* There are currently no known outstanding effects for the Carriage by Air Act 1961, Article 25A. (See end of Document for details)

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## SCHEDULES

### [<sup>F1</sup>SCHEDULE 1A

#### THE WARSAW CONVENTION WITH THE AMENDMENTS MADE IN IT BY THE HAGUE PROTOCOL AND PROTOCOL NO. 4 OF MONTREAL, 1975

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##### Textual Amendments

**F1** [Sch. 1A](#) inserted (21.5.1999) by [S.I. 1999/1312](#), art. 2(6), [Sch.](#)

### <sup>F1</sup>PART 1

#### THE ENGLISH TEXT

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##### Textual Amendments

**F1** [Sch. 1A](#) inserted (21.5.1999) by [S.I. 1999/1312](#), art. 2(6), [Sch.](#)

### <sup>F2</sup>ARTICLE 25A

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##### Textual Amendments

**F2** [Sch. 1A](#) inserted (21.5.1999) by [S.I. 1999/1312](#), art. 2(6), [Sch.](#)

- <sup>F3</sup>(1) If an action is brought against a servant or agent of the carrier arising out of damage to which this Convention relates, such servant or agent, if he proves that he acted within the scope of his employment, shall be entitled to avail himself of the limits of liability which that carrier himself is able to invoke under Article 22.
- (2) The aggregate of the amounts recoverable from the carrier, his servants or agents, in that case, shall not exceed the said limits.
- (3) In the carriage of passengers and baggage, the provisions of paragraphs (1) and (2) of this Article shall not apply if it is proved that the damage resulted from an act or omission of the servant or agent done with intent to cause damage or recklessly and with knowledge that damage would probably result.]

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##### Textual Amendments

**F3** [Sch. 1A](#) inserted (21.5.1999) by [S.I. 1999/1312](#), art. 2(6), [Sch.](#)

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**Textual Amendments**

**F3** [Sch. 1A](#) inserted (21.5.1999) by S.I. 1999/1312, art. 2(6), **Sch.**

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