
Changes to legislation: There are currently no known outstanding effects for
the Carriage by Air Act 1961, Article 6. (See end of Document for details)

SCHEDULES

[^{X1}FIRST SCHEDULE

THE WARSAW CONVENTION WITH THE AMENDMENTS MADE IN IT BY THE HAGUE PROTOCOL

Editorial Information

- X1** [Schedule 1](#), containing the provisions of the Warsaw Convention as amended at the Hague in 1955 and by Protocols No. 3 and No. 4 signed at Montreal in 1975, substituted (*prosp.*) with saving for Schedule 1 as originally enacted, containing the provisions of the Warsaw Convention with the amendments made in it by the Hague Protocol, by Carriage by [Air and Road Act 1979 \(c. 28, SIF 9\)](#), **ss. 1(1)(3), 6(2), 7(2)**

PART I

THE ENGLISH TEXT

CONVENTION

FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR

CHAPTER II

DOCUMENTS OF CARRIAGE

Section 3.—Air Waybill

Article 6

- (1) The air waybill shall be made out by the consignor in three original parts and be handed over with the cargo.
- (2) The first part shall be marked “for the carrier,” and shall be signed by the consignor. The second part shall be marked “for the consignee”; it shall be signed by the consignor and by the carrier and shall accompany the cargo. The third part shall be signed by the carrier and handed by him to the consignor after the cargo has been accepted.
- (3) The carrier shall sign prior to the loading of the cargo on board the aircraft.
- (4) The signature of the carrier may be stamped; that of the consignor may be printed or stamped.
- (5) If, at the request of the consignor, the carrier makes out the air waybill, he shall be deemed, subject to proof to the contrary, to have done so on behalf of the consignor.]

Changes to legislation:

There are currently no known outstanding effects for the Carriage by Air Act 1961, Article 6.