
Changes to legislation: There are currently no known outstanding effects for the Carriage by Air Act 1961, Paragraph 1. (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1955 and by Protocols No. 3 and No. 4 signed at Montreal in 1975, substituted (*prosp.*) with saving for Schedule 1 as originally enacted, containing the provisions of the Warsaw Convention with the amendments made in it by the Hague Protocol, by Carriage by [Air and Road Act 1979 \(c. 28, SIF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 III

LIABILITY OF THE CARRIER

Article 22

- (1) In the carriage of persons the liability of the carrier for each passenger is limited to the sum of [^{F1}16,600 special drawing rights]. Where, in accordance with the law of the court seised of the case, damages may be awarded in the form of periodical payments the equivalent capital value of the said payments shall not exceed [^{F2}this limit]. Nevertheless, by special contract, the carrier and the passenger may agree to a higher limit of liability.]

Textual Amendments

- F1** Words substituted (1.12.1997) by Carriage by [Air and Road Act 1979 \(c. 28, SIF 9\)](#), **ss. 4(1)(a)(i)(ii), 6(2); S.I. 1997/2565, art. 2, Sch.**
- F2** Words substituted (1.12.1997) by Carriage by [Air and Road Act 1979 \(c. 28, SIF 9\)](#), **ss. 4(1)(a)(i)(ii), 6(2); S.I. 1997/2565, art. 2, Sch.**

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Modifications etc. (not altering text)

- C1 [Art. 22](#) of Pt. I (as originally enacted) amended (*prosp.*) by Carriage by [Air and Road Act 1979 \(c. 28, SIF 9\)](#), [ss. 5](#), [6\(2\)](#), [7\(2\)](#)

Changes to legislation:

There are currently no known outstanding effects for the Carriage by Air Act 1961, Paragraph 1.