

## 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

##### 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

##### Textual Amendments

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

### <sup>F2</sup>ARTICLE 6

##### Textual Amendments

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

- <sup>F3</sup>(1) The air waybill shall be made out by the consignor in three original parts.
- (2) The first part shall be marked “for the carrier”; it shall be signed by the consignor. The second part shall be marked “for the consignee”; it shall be signed by the consignor and the carrier. The third part shall be signed by the carrier and handed by him to the consignor after the cargo has been accepted.
- (3) The signature of the carrier and that of the consignor may be printed or stamped.
- (4) 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.]

##### Textual Amendments

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

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**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)*

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**Changes to legislation:**

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