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*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)

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## SCHEDULES

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

#### CONVENTION FOR THE UNIFICATION OF CERTAIN RULES FOR INTERNATIONAL CARRIAGE BY AIR

##### Textual Amendments

- F1** Sch. 1B inserted (coming into force in accordance with art. 1(2)) by S.I. 2002/263, art. 2(25) (with art. 1(3))

#### CHAPTER I

##### GENERAL PROVISIONS

#### CHAPTER III

##### LIABILITY OF THE CARRIER AND EXTENT OF COMPENSATION FOR DAMAGE

##### *Article 24—Review of Limits*

- 1 Without prejudice to the provisions of Article 25 of this Convention and subject to paragraph 2 below, the limits of liability prescribed in Articles 21, 22 and 23 shall be reviewed by the Depositary at five-year intervals, the first such review to take place at the end of the fifth year following the date of entry into force of this Convention, or if the Convention does not enter into force within five years of the date it is first open for signature, within the first year of its entry into force, by reference to an inflation factor which corresponds to the accumulated rate of inflation since the previous revision or in the first instance since the date of entry into force of the Convention. The measure of the rate of inflation to be used in determining the inflation factor shall be the weighted average of the annual rates of increase or decrease in the Consumer Price Indices of the States whose currencies comprise the Special Drawing Right mentioned in paragraph 1 of Article 23.]

**Changes to legislation:**

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