
Changes to legislation: There are currently no known outstanding effects for the Carriage by Air Act 1961, Paragraph 5. (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1955 and by Protocols No. 3 and No. 4 signed at Montreal in 1975, substituted (*prosp.*) with saving for Schedule 1 as originally enacted, containing the provisions of the Warsaw Convention with the amendments made in it by the Hague Protocol, by Carriage by [Air and Road Act 1979 \(c. 28, SIF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

- ([^{F15} The sums mentioned in terms of the special drawing right in this Article shall be deemed to refer to the special drawing right as defined by the International Monetary Fund. Conversion of the sums into national currencies shall, in case of judicial proceedings, be made according to the value of such currencies in terms of the special drawing right at the date of the judgment.])

Textual Amendments

- F1** para. (5) of Art. 22 Pt. I (second version) substituted (1.12.1997) for para.(5) as originally enacted by Carriage by [Air and Road Act 1979 \(c. 28, SIF 9\)](#), **ss. 4(1)(a)(iii)**; S.I. 1997/2565,art. 2, Sch.

Changes to legislation:

There are currently no known outstanding effects for the Carriage by Air Act 1961, Paragraph 5.