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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>X1</sup>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1955 and by Protocols No. 3 and No. 4 signed at Montreal in 1975, substituted (*prosp.*) with saving for Schedule 1 as originally enacted, containing the provisions of the Warsaw Convention with the amendments made in it by the Hague Protocol, by Carriage by [Air and Road Act 1979 \(c. 28, SIF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 26*

- (1) Receipt by the person entitled to delivery of baggage or cargo without complaint is *prima facie* evidence that the same has been delivered in good condition and in accordance with the document of carriage.]

**Changes to legislation:**

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