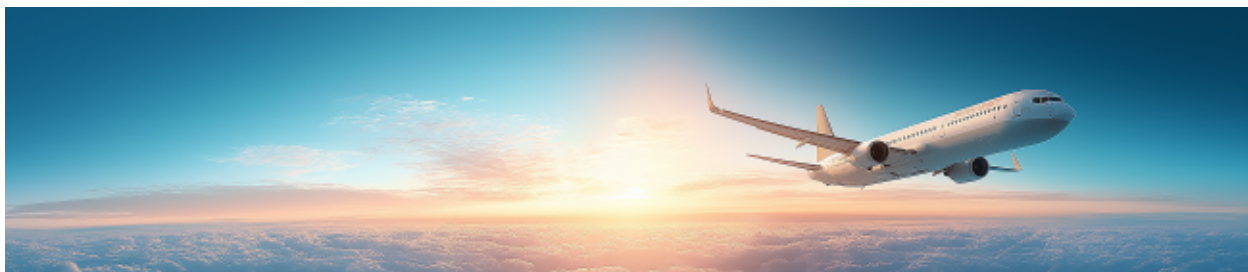


2024 REVISED LIMITS OF AIR CARRIERS' LIABILITY UNDER THE MONTREAL CONVENTION 1999



The Convention for the Unification of Certain Rules for International Carriage by Air entered into force generally on November 4, 2003, and for Spain on June 28, 2004, following its publication in the Official State Gazette of Spain on May 20, 2004.

Articles 21 and 22 of the Convention establish the liability limits for air carriers concerning damages related to the transportation of passengers, baggage, and cargo. These amounts are expressed in Special Drawing Rights (SDRs), the accounting unit of the International Monetary Fund (IMF).

Furthermore, Article 24 of the Convention stipulates that these limits must be reviewed every five years based on the accumulated inflation rate since the last update¹.

The first review of liability limits was conducted in 2009, while the second review resulted in no adjustments. The third review, in 2019, led to an update of 13.9%.

In 2024, a new update of the compensation limits set out in Articles 21 and 22 of the Convention has been implemented. As a result, the new liability limits are established as follows²:

Provision	Limits as of 28-Dec-2019	Limits as of 28-Dec-2024
Death or injury to passengers (Article 21)	128.821 SDRs	151.880 SDRs
Delay in passenger transportation (Article 22.1)	5.346 SDRs	6.303 SDRs
Delay in baggage transportation (Article 22.2)	1.288 SDRs	1.519 SDRs
Delay in cargo transportation (Article 22.3)	22 SDRs	26 SDRs

¹ The calculation is based on the weighted average of the annual variations in the consumer price index of the States whose currencies make up the Special Drawing Right (SDR), updated every five years.

² The amendment to Articles 21 and 22 of the Montreal Convention was published in the Official State Gazette of Spain on February 27, 2025 ([link](#)).