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1 GENERAL

1.1 Before 1995

1. The Agreement on Trade in Civil Aircraft ("Civil Aircraft Agreement") was concluded on 12 April 1979 at the end of the Tokyo Round. It entered into force on 1 January 1980.¹ The Civil Aircraft Agreement consists of tariff provisions requiring bound duty-free treatment for products listed in an Annex, provisions addressing non-tariff barriers to trade in civil aircraft, and institutional and final provisions. The Civil Aircraft Agreement is administered by the Committee on Trade in Civil Aircraft.

2. During the 1980s, the Committee agreed on the expansion of the Annex's product scope and on its transposition into the Harmonized System nomenclature. A Protocol amended the Civil Aircraft Agreement to replace the original Annex, effective 1 January 1988.

3. The Civil Aircraft Agreement was not included within the subjects for negotiation in the Uruguay Round. From 1993 to 1994, there were efforts to seek agreement on a replacement text for the Civil Aircraft Agreement, or on rectifications to its existing text, so that the Agreement would be aligned with the WTO institutional and dispute settlement framework. These efforts were unsuccessful. The 1979 Civil Aircraft Agreement was included as a Plurilateral Trade Agreement in Annex 4 of the WTO Agreement in its state as of 15 April 1994.

1.2 Activities under the WTO

4. Since 1995, the Committee has been active in maintaining and updating the Civil Aircraft Agreement's tariff provisions. The Protocol (2001) Amending the Annex to the Agreement on Trade in Civil Aircraft was adopted in November 2001 in order to align the tariff nomenclature used in the product Annex with the HS1992, HS1996, and HS2002 nomenclature updates and to expand the Agreement's product coverage. The Protocol (2015) Amending the Annex to the Agreement on Trade in Civil Aircraft was adopted in November 2015 in order to align the tariff nomenclature used in the product Annex with the HS2007 nomenclature updates. The Committee has also provided a forum for work by the Signatories on other barriers to trade in civil aircraft.

5. Efforts to seek agreement on rectifications to align the Civil Aircraft Agreement with the WTO institutional and dispute settlement framework continued from 1995 to 2000 without success. As of February 2019, there are 33 Signatories to the Agreement: Albania; Canada; Egypt; the European Union; Georgia; Japan; Macao, China; Montenegro; North Macedonia; Norway; Switzerland; Chinese Taipei; United Kingdom; the United States; and 19 EU Member States (Austria; Belgium; Bulgaria; Denmark; Estonia; France; Germany; Greece; Ireland; Italy; Latvia; Lithuania; Luxembourg; Malta; the Netherlands; Portugal; Romania; Spain; and Sweden). The following WTO Members have observer status in the Committee: Argentina; Australia; Bangladesh; Brazil; Cameroon; China; Colombia; Gabon; Ghana; India; Indonesia; Israel; Korea, Republic of; Mauritius; Nigeria; Oman; Russian Federation; Saudi Arabia, Kingdom of; Singapore; Sri Lanka; Tajikistan; Trinidad and Tobago; Tunisia; Turkey and Ukraine. The IMF and UNCTAD are also observers.

1.3 WTO Disputes relating to Civil Aircraft

6. Government support to manufacturers of civil aircraft has been the subject of a number of WTO dispute settlement proceedings. All such disputes involved claims based on the SCM Agreement, not the Civil Aircraft Agreement.

¹ [LT/UR/A-4/PLURI/1](#) (BISD 26S/162-170).

WTO ANALYTICAL INDEX
Agreement on Trade in Civil Aircraft – General (Practice)

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