Subsidies granted to Boeing and Airbus have been subject to lengthy litigation in the World Trade Organization (WTO). WTO adjudicators established that various forms of support provided both by the EU and the United States (US), to Airbus and Boeing respectively, were not in line with WTO rules. In the Airbus case, the US has been granted an arbitration award worth up to USD 7.5 billion of EU exports to the US. As regards Boeing\(^1\), the Commission is considering commercial policy measures in the form of increased customs duties on imports from the US, once the WTO arbitrator issues a decision on that case\(^2\), in mid-2020.

Yet, the Commission is convinced that the cases can only be settled through negotiation, and is committed to finding a balanced solution to these disputes. It has shared proposals with the US that would both address outstanding compliance obligations and create stronger sectoral subsidy disciplines for the future, and is pursuing every opportunity to engage the US on this matter.

Fair taxation is one of the priorities of the Commission. It thereby fully supports the process to find a global solution to the tax challenges arising from digitalisation, which is being conducted in the Organisation for Economic Co-operation and Development (OECD). The Commission is urging the US to refrain from any unilateral action and to remain committed to the OECD process and subsequent discussions with the EU and its Member States.

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\(^1\) DS353 – ‘United States — Measures Affecting Trade in Large Civil Aircraft — Second Complaint’

\(^2\) Information gathering of May 2019 under Article 9 of the EU Enforcement Regulation regarding planned EU commercial policy measures further to the adjudication of a trade dispute with the United States on Measures Affecting Trade in Large Civil Aircraft under the WTO Dispute Settlement Understanding: [http://trade.ec.europa.eu/consultations/index.cfm?consul_id=261](http://trade.ec.europa.eu/consultations/index.cfm?consul_id=261)