

**STATUS OF THE UNITED STATES
WITH REGARD TO INTERNATIONAL AIR LAW INSTRUMENTS**

		Date of Signature	Date of Ratification or Accession	Effective Date
1.	Convention on International Civil Aviation Chicago, 7/12/44	7/12/44	9/8/46	4/4/47
2.	International Air Services Transit Agreement Chicago, 7/12/44	7/12/44	8/2/45	8/2/45 ¹
3.	International Air Transport Agreement Chicago, 7/12/44	-	-	- ²
4.	Protocol on the Authentic Trilingual Text of the Convention on International Civil Aviation Buenos Aires, 24/9/68	17/10/68 ³	-	24/10/68
5.	Protocol on the Authentic Quadrilingual Text of the Convention on International Civil Aviation Montreal, 30/9/77	30/9/77 ⁴	11/2/82	16/9/99
*6.	Protocol on the Authentic Quinquelingual Text of the Convention on International Civil Aviation Montreal, 29/9/95	29/9/95 ⁴	-	-
*7.	Protocol on the Authentic Six-Language Text of the Convention on International Civil Aviation Montreal, 1/10/98	1/10/98 ⁴	-	-
8.	Article 93 <i>bis</i> Montreal, 27/5/47		-	-
9.	Article 45 Montreal, 14/6/54		-	-
10.	Articles 48(a), 49(e) and 61 Montreal, 14/6/54		22/5/56	12/12/56
11.	Article 50(a) Montreal, 21/6/61		23/3/62	17/7/62
12.	Article 48(a) Rome, 15/9/62		8/11/63	11/9/75
13.	Article 50(a) New York, 12/3/71		27/3/72	16/1/73
14.	Article 56 Vienna, 7/7/71		25/2/74	19/12/74
15.	Article 50(a) Montreal, 16/10/74		20/10/77	15/2/80
16.	Protocol of Amendment (Final paragraph, Russian Text) Montreal, 30/9/77		8/3/82	17/8/99
17.	Article 83 <i>bis</i> Montreal, 6/10/80		15/2/82	20/6/97
18.	Article 3 <i>bis</i> Montreal, 10/5/84		-	-
19.	Article 56 Montreal, 6/10/89		13/1/92	18/4/05
20.	Article 50(a) Montreal, 26/10/90		-	-

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*21.	Protocol of Amendment (Final paragraph, Arabic Text) Montreal, 29/9/95		-	-
*22.	Protocol of Amendment (Final paragraph, Chinese Text) Montreal, 1/10/98		-	-
*23.	Article 50(a) Montréal, 6/10/16		-	-
*24.	Article 56 Montréal, 6/10/16		-	-
25.	Convention on the International Recognition of Rights in Aircraft Geneva, 19/6/48	19/6/48	6/9/49	17/9/53 ⁵
26.	Convention on Damage Caused by Foreign Aircraft to Third Parties on the Surface Rome, 7/10/52	-	-	-
27.	Protocol to Amend the Rome Convention of 1952 Montreal, 23/9/78	-	-	-
28.	Convention for the Unification of Certain Rules relating to International Carriage by Air Warsaw, 12/10/29	-	31/7/34	29/10/34 ⁶
29.	Protocol to Amend the Warsaw Convention of 1929 The Hague, 28/9/55	28/6/56	15/9/03	14/12/03
30.	Convention, Supplementary to the Warsaw Convention, for the Unification of Certain Rules relating to International Carriage by Air Performed by a Person Other than the Contracting Carrier Guadalajara, 18/9/61	-	-	-
*31.	Protocol to Amend the Warsaw Convention of 1929 as Amended by The Hague Protocol of 1955 Guatemala City, 8/3/71	8/3/71	-	-
32.	Additional Protocol No. 1 Montreal, 25/9/75	-	-	-
33.	Additional Protocol No. 2 Montreal, 25/9/75	-	-	-
*34.	Additional Protocol No. 3 Montreal, 25/9/75	25/9/75	-	-
35.	Montreal Protocol No. 4 Montreal, 25/9/75	25/9/75	4/12/98	4/3/99
36.	Convention for the Unification of Certain Rules for International Carriage by Air Montreal, 28 May 1999	28/5/99	5/9/03 ⁹	4/11/03
37.	Convention on Offences and Certain Other Acts Committed on Board Aircraft Tokyo, 14/9/63	14/9/63	5/9/69	4/12/69

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38.	Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft Montréal, 4/4/14	-	-	-
39.	Convention for the Suppression of Unlawful Seizure of Aircraft The Hague, 16/12/70	16/12/70	14/9/71	14/10/71
40.	Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation Montreal, 23/9/71	23/9/71	1/11/72	26/1/73
41.	Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, done at Montreal on 23/9/71 Montreal, 24/2/88	24/2/88	19/10/94 ⁷	18/11/94
42.	Convention on the Marking of Plastic Explosives for the Purpose of Detection Montreal, 1/3/91	1/3/91	9/4/97	21/6/98
43.	Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation Beijing, 10/9/10	10/9/10	-	-
44.	Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft Beijing, 10/9/10	10/9/10	-	-
45.	Convention on International Interests in Mobile Equipment Cape Town, 16/11/01	9/5/03	28/10/04 ¹⁰	1/3/06
46.	Protocol to the Convention on International Interests in Mobile Equipment on Matters specific to Aircraft Equipment Cape Town, 16/11/01	9/5/03	28/10/04 ¹¹	1/3/06
*45.	Convention on Compensation for Damage Caused by Aircraft to Third Parties Montréal, 2/5/09	-	-	-
*47.	Convention on Compensation for Damage to Third Parties, Resulting from Acts of Unlawful Interference Involving Aircraft Montréal, 2/5/09	-	-	-
48.	Agreement on the Joint Financing of Certain Air Navigation Services in Greenland Geneva, 25/9/56	31/10/56	8/2/57	6/6/58 ⁸
48.	Agreement on the Joint Financing of Certain Air Navigation Services in Iceland Geneva, 25/9/56	31/10/56	8/2/57	6/6/58 ⁸
49.	Protocol for the Amendment of the 1956 Agreement on the Joint Financing of Certain Air Navigation Services in Greenland Montreal, 3/11/82	3/11/82	13/1/83	17/11/89 ⁸

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50.	Protocol for the Amendment of the 1956 Agreement on the Joint Financing of Certain Air Navigation Services in Iceland Montreal, 3/11/82	3/11/82	13/1/83	17/11/89 ⁸
51.	International COSPAS-SARSAT Programme Agreement Paris, 1/7/88	1/7/88	-	30/8/88
52.	Convention on the Privileges and Immunities of the Specialized Agencies, 21/11/47 – application to ICAO (Annex III), 21/6/48		-	-

* Not in force

NOTES

- ¹ The acceptance by the Government of the United States was “. . . given with the understanding that the provisions of Article II, Section 2, of the International Air Services Transit Agreement . . . shall become operative as to the United States of America at such time as the Convention on International Civil Aviation . . . shall be ratified by the United States of America”. [The instrument of ratification by the Government of the United States was deposited on 9/8/46.]
- ² The United States signed the International Air Transport Agreement on 7/12/44 and ratified it on 8/2/45 (with effect from that same date). The Agreement was subsequently denounced by the Government of the United States on 25/7/46, which denunciation took effect on 25/7/47.
- ³ Signed without reservation as to acceptance.
- ⁴ Signed with reservation as to acceptance.
- ⁵ Statement by the Government of the United States dated 1/7/50 “that it considers the reservation attached by Mexico to its ratification to be in the nature of an amendment which would, to a considerable degree, vitiate the protection offered by the Convention to persons having property rights in aircraft. Consequently, the Government of the United States of America is unable to accept the reservation made by the Government of Mexico and will not regard the Convention on the International Recognition of Rights in Aircraft, as ratified by Mexico, as having entered into force between the United States of America and Mexico on July 4, 1950”.
- ⁶ Reservation made by the Government of the United States with regard to the Warsaw Convention: “Article 2, paragraph 1, of the present Convention shall not apply to international air transport which may be effected by the United States of America or any territory or possession under its jurisdiction”.
- ⁷ An instrument of ratification by the Government of the United States of the Montreal Supplementary Protocol was deposited in Washington on 19/10/94. An instrument of ratification of this Protocol was also deposited at ICAO Headquarters and in London on 18/11/94, and in Moscow, on 21/11/94.
- ⁸ At the time of signature of the Joint Financing Agreements of 1956 and the related Protocols of 1982, the Government of the United States made a reservation that it was done “subject to the availability of funds”. This reservation was also contained in the corresponding instruments of acceptance.
- ⁹ The instrument of ratification of the United States contains the following declaration:

“Pursuant to Article 57 of the Convention, the United States of America declares that the Convention shall not apply to international carriage by air performed and operated directly by the United States of America for non-commercial purposes in respect to the functions and duties of the United States of America as a sovereign State.”

- ¹⁰ At the time of ratification, the United States made declarations under Articles 39 and 54 of the Cape Town Convention.
- ¹¹ At the time of ratification, the United States made declarations under Articles XIX and XXX of the Cape Town Aircraft Protocol.