

Airbus
Guillaume Faury
CEO
Mendelweg 30
2333 CS Leiden
The Netherlands



4th March 2021

Concerns regarding possible breaches of UN Libya arms embargo

Dear Mr. Faury,

I am concerned that Airbus and the Organisation for Organisation for Joint Armament Cooperation (OCCAR) are complicit in Turkey's breaches of the UN Libya arms embargo by providing maintenance to the Turkish Airbus A400M fleet. In response to the conflict in Libya, the United Nations Security Council (UN) issued UN Security Council Resolution No. 1970/2011 on February 26, 2011 (UNSC Resolution), which was promptly implemented by the European Union (EU) and remains in place since.

The UN Panel of Experts established by the UN Security Council reported that Turkey - as well as the United Arab Emirates (UAE) - have acted "in non-compliance" with the UN Libya arms embargo. Media have reported that Turkey and the UAE are flying goods and fighters to forces or proxies inside Libya, routinely violating the arms embargo, based on the assessment of flight data and satellite images. Media have specified that ["Turkey has also used Airbus A400M military cargo planes to supply their forces on the ground in western Libya, in support of the Tripoli-based Government of National Accord"](#). Against this backdrop, I would like to ask you the following questions:

1. Maintenance contract and complicity

- 1.1) Does the current maintenance contract for the Turkish A400M fleet include provisions stipulating that the fleet may not be used in violation of international law?
- 1.2) Does the above mentioned contract include provisions allowing the service provider to cease the contract under specified conditions? If so, do such conditions allow for suspending or ceasing services, in case it is reported and/or established that the Turkish A400M fleet has been used for breaches of international law

2. Monitoring of breaches

- 2.1) In light of their corporate responsibility to prevent complicity in violations international agreements and international law, what monitoring measures have

Airbus and OCCAR established for the duration of the maintenance contract regarding possible misuse of the Turkish A400M fleet?

2.2.) Have Airbus and OCCAR reconsidered their maintenance services to the Turkish A400M fleet in the light of reporting on the A400M carriers having been used by Turkey for its military engagement in Libya and has any action been taken to suspend or cease the contract?

3. Maintenance

At which location or locations is the OCCAR conducting its maintenance services to the Turkish A400M fleet?

4. Export licence

4.1. On which date, for which period and by which EU Member State has the current maintenance contract for the Turkish A400M fleet been licensed to ensure compliance with arms export regulations?

4.2. On which dates, for which periods, for what equipment and by which EU Member States have licences been granted since the beginning of 2019 for the export of controlled goods in support of the current maintenance contract for the Turkish A400M fleet been licensed to ensure compliance of arms export regulations

These questions have also been sent to your counterpart in OCCAR.

I would very much appreciate to receive a response as soon as possible and by mid-March at the latest.

Yours sincerely,



Dr. Hannah Neumann, Member of the European Parliament

Rapporteur of the European Parliament 2020 report on Arms export: implementation of Common Position 2008/944/CFSP

Chair of the Delegation for relations with the Arab Peninsula

Vice Chair of the Subcommittee on Human Rights

Member of the Subcommittee on Security and Defence