



SIGMA 155 Roem self-propelled  
Howitzer developed by Elbit Systems for  
the Israeli military

# EXPOSING FRENCH MILITARY SHIPMENTS TO ISRAEL

PALESTINIAN  
YOUTH  
MOVEMENT

حركة  
الشباب  
الفلسطيني

7 April 2026  
[peoplesembargooforpalestine@proton.com](mailto:peoplesembargooforpalestine@proton.com)

 **URGENCE  
PALESTINE**

**PEOPLE'S  
EMBARGO  
FOR  
PALESTINE**

# Table of Contents

|    |                                                                                                                |
|----|----------------------------------------------------------------------------------------------------------------|
| 1  | <b>Executive Summary</b>                                                                                       |
| 3  | <b>Introduction</b>                                                                                            |
| 4  | <b>Part 1: Overview of Ongoing Military Shipments from France to Israel</b>                                    |
| 4  | <i>Understanding the Direct Military Supply Chain from France to Israel</i>                                    |
| 5  | <i>Exposing French Military Shipments by Region of Origin</i>                                                  |
| 5  | ILE DE FRANCE                                                                                                  |
| 10 | PROVENCE-ALPES-CÔTE D'AZUR                                                                                     |
| 13 | NORMANDY                                                                                                       |
| 13 | CENTRE-VAL DE LOIRE                                                                                            |
| 14 | AUVERGNE-RHÔNE-ALPES                                                                                           |
| 17 | NOUVELLE AQUITAINE                                                                                             |
| 19 | GRAND EST                                                                                                      |
| 22 | OCCITANIA                                                                                                      |
| 23 | PAYS DE LA LOIRE                                                                                               |
| 24 | BRITTANY                                                                                                       |
| 24 | HAUTS-DE-FRANCE                                                                                                |
| 26 | <i>Facilities Involved in the Supply-Chain of Military Cargo</i>                                               |
| 28 | <b>Part 2: Charles De Gaulle Airport's Role in Transiting Military Cargo from the U.S. to Israel via FedEx</b> |
| 29 | <i>FedEx's Role In Paris: An European Hub Facilitating Military Cargo to Nevatim</i>                           |
| 30 | <i>About the F-35s</i>                                                                                         |
| 31 | <i>Tracking Fighter Jets Components Transiting Through Charles de Gaulle</i>                                   |
| 40 | <i>Unravelling FedEx's Logistics Chain in France</i>                                                           |
| 41 | <i>From American Cargo to Military Aircrafts: The Role of U.S. Defence Manufacturers</i>                       |
| 44 | <b>Part 3: The Legal Responsibility of France and Its Companies</b>                                            |
| 54 | <b>Conclusion</b>                                                                                              |

# Executive Summary

The Israeli military's operations in Gaza, the occupied West Bank, and Lebanon depend on a global system of arms manufacturing, transport, logistics, and repair. Since October 2023, the government of France has maintained that it plays a limited role as a supplier of equipment to the Israeli military and that it subjects its existing export licenses and military industry to stringent controls and scrutiny.

Authored by the global campaign for a People's Embargo for Palestine (PEP) and French organization Urgence Palestine, this report offers an exhaustive analysis of the role played by **French manufacturers, airports, and seaports across 12 regions and 46 cities in facilitating the genocide of Palestinians**. The report concludes that France is misrepresenting the extent of its support for the Israeli military and misleading the public about the nature of French corporate and infrastructural embeddedness in the Israeli military's ongoing operations.

Export data analysis reveals that between October 2023 and March 2026, **more than 525 shipments of military goods** have been shipped from French manufacturers to Israeli defence and aerospace industries. **This includes actuators, optical components, and batteries for avionics and ground systems; ammunition links for rifles and machine guns; as well as sensors for armored vehicles and forgings for artillery systems**. These French-manufactured parts represent a continuous pipeline of military hardware to Israel, directly facilitating the technical infrastructure of its assaults.

Notably, this report also shows the extent to which French public and state infrastructure is used for the transshipment and export of these military goods. Among the French airports, **Roissy-Charles de Gaulle airport serves as one of the most significant European transport hubs** for military shipments to Israel – most often on El Al flights – though Lyon Saint-Exupéry and Strasbourg airports are also identified as important actors in the supply chain. For maritime military transfer, the Ports of **Fos-Sur-Mer** and **Le Havre** serve as the two primary transport hubs, shipping military goods used by the Israeli military, such as tube barrels for self-propelled howitzers and ammunition parts for light weapons.

Finally, this report also shows France's role in transiting military aircraft parts directly to Nevatim airbase which is at the heart of the Israeli military's operations across the Middle East. Between 4 April 2025 and 25 October 2025, **more than 117 shipments left different Lockheed Martin facilities and airbases in the U.S. for Israel, with the majority going to Nevatim Airbase. In all cases**, the U.S.-based company FedEx has handled the shipments which were allowed to transit through French airports. These components are essential to the maintenance and repair of a fleet of Israeli F-35I jets that have been used to devastating effect in southern Lebanon and Gaza, with their operations overwhelmingly linked to massacres, war crimes, and deliberate civilian targeting.

As a signatory to the Geneva Conventions, the Arms Trade Treaty (ATT), and the Genocide Convention, **France is legally and morally bound to ensure that its industrial and state exports do not facilitate serious violations of international law**. The evidence presented in

this report strongly suggests that these obligations have been breached through supply chains that have bypassed public scrutiny and helped sustain the machinery of genocide.

Faced with the plausible risk of abetting genocide as recognized by the International Court of Justice, and the standing arrest warrants issued by the International Criminal Court, the French government must immediately:

- 1. Implement a full and comprehensive bilateral arms embargo on Israel.**
- 2. Cancel, through the Interministerial Commission for the Review of War Material Exports (CIEEMG), all export authorization for arms, components, parts and dual-use items to Israel and its entities.**
- 3. Suspend and revoke all authorisations for the transit of military-bound shipments to Israel through France and its infrastructures, and put an end to the use of Roissy-Charles de Gaulle as a transit hub.**
- 4. Impose sanctions on every complicit actor in the logistics chain, manufacturers and transport operators alike, involved in the pipeline of military goods bound for Israel.**

To continue these transfers is to remain complicit in the systematic genocide of the Palestinian people.

# Introduction

For the past two years, France has engaged in a policy of active support of Israel, even in the face of massive and well-documented violations of international law, revealing a clear form of political complicity. This position is concretely reflected in the continued maintenance of economic and military relations, notably through the export of military and dual-use components, in blatant contradiction with its international obligations.

This complicity is nowhere more evident than in France's direct role in arming Israel. Despite numerous alerts, documented evidence, and ongoing legal complaints, **France continues to deny any responsibility, even as the evidence of their involvement mounts.**

At the same time, and as a direct continuation of this complicity with Israel, the French authorities have intensified a policy of repression and criminalization of the Palestine solidarity movement, seeking to silence, obstruct, and delegitimize any mobilization in support of the rights of the Palestinian people.

In spite of clear requests from members of parliament and attempts to establish parliamentary inquiries around arms exports, Macron's government has, for more than two and a half years, consistently maintained that it bears no responsibility in the genocide, while asserting — contrary to the available evidence — that arms exports and transit are subject to strict control.

**The findings here aim to provide a precise and well-documented account of the clear involvement of the French State, companies and transport infrastructures in the supply chains of military goods to Israel. In doing so, it establishes what the government denies: France is complicit in the genocide of Palestinians, and it chooses not to do anything about it.**

**This report aims to expose France's complicity in arming Israel in two ways. The first part will document the pipeline of direct shipments of military goods and equipment from French manufacturers and infrastructure from October 2023 through March 2026. It will offer a global and non-exhaustive picture of French manufacturers, airports and ports, as well as various airlines and shipping lines involved in the supply chain of military goods to Elbit Systems facilities and other weapons manufacturers. The second part will offer a case study of France's role in transiting military aircraft parts from April 2025 until October 2025. It will expose how Roissy-Charles de Gaulle is a key transportation hub in the transit of shipments from Lockheed Martin's facilities in the U.S. en route to Israel's Air Force's base in Nevatim via FedEx.**

# Part 1: Overview of Ongoing Military Shipments from France to Israel

This first section exposes a continuous and regular flow of military cargo from France to Israel from October 2023 until March 2026. **It offers a picture of the role of French manufacturers' and transportation hubs' including airports and ports across 12 regions and 46 cities facilitating the genocide of Palestinians.**

**It is in no way exhaustive and does not reflect every shipment France has sent to Israel since October 2023.** This report, and the overall analysis around France's direct complicity, offers a snapshot of the current reality. It highlights France's violation of its domestic and international laws and numerous government claims asserting France's compliance and refusal to ship military cargo to Israel.

## Understanding the Direct Military Supply Chain from France to Israel

As of March 2025, Emmanuel Macron's government and the Ministry for Europe and Foreign Affairs state their policy on exports of military equipment is based on the "most sophisticated and stringent control systems."<sup>1</sup>

Effectively, each export application is subjected to an interministerial review conducted in accordance with the Arms Trade Treaty (ATT), EU Common Position common rules governing control of exports of military technology and equipment,<sup>2</sup> and other regulations such as the Organization for Security and Cooperation in Europe (OSCE).<sup>3</sup>

France maintains that each export application is subject to the highest level of scrutiny, particularly for Israel, a country with which "France has historically had a limited role as a supplier of military equipment."<sup>4</sup> The government also indicates that most exports to Israel consist of basic components with the Interministerial Commission for the Study of War Material Exports (CIEEMG) assessing all potential uses. As every government so far, France explains military goods exports bound for Israel to be used for two purposes: 1) Israel's defense systems (specifically the Iron Dome), and 2) reexports to France's partners.

**However, in direct contradiction with statements from the French government and Ministry of Europe and Foreign Affairs, this report exposes the opposite: a continuous flow of weapons from October 2023 and still present in 2026, not only used for "defensive" purposes, but to commit genocide in Gaza and war crimes all over the region.**

<sup>1</sup> [Vente d'armes par la France à Israël en 2023 et 2024](#), Sénat, 13 March 2025.

<sup>2</sup> [EUR-Lex - 32008E0944](#), EUR-Lex, 15 April 2025.

<sup>3</sup> [Vente d'armes par la France à Israël en 2023 et 2024](#), Sénat, 13 March 2025.

<sup>4</sup> Ibid.

## France's Role in Arming Israel from 2023 to 2026

Export data analysis has revealed that between October 2023 and March 2026, **more than 525 shipments of military goods have been shipped from French manufacturers to Israeli defence and aerospace industries.** Intrinsically, these exports confirm France's role in arming Israel's assault of Palestinians, and demonstrate its entrenchedness within its military industrial complex.

These shipments could not have been transported without key actors in the logistics chain. Shipments exposed in this report reveal the extended role of El Al Israel Airlines, Israel's largest airline and national airline.<sup>5</sup> **Of the 525 cargo, 483 used El Al to transport the goods from France to Israel. This accounts for more than 92% of all shipments. Other companies include Lufthansa (6), Austrian Airlines (1), Air France (1), Challenge Airlines (1) for airlines, as well as ZIM (23), Mediterranean Shipping Company (MSC) (9), Rachel Borchard (1) and Charlotte Borchard (1) for container shipping companies.**

### Tracking French Shipments to Israel

In total, military exports have been made from across 12 regions and more than 46 cities in France. These shipments rely on key infrastructure such as airports, ports and trucks to be delivered to Israel. **Shipping data confirms Roissy-Charles de Gaulle airport as being the primary transport hub through which nearly every shipment exposed in this report goes through, before arriving in Israel.** Lyon Saint-Exupery and Strasbourg airports have also been identified as secondary actors in the supply chain.

Ports of Fos-Sur-Mer and Le Havre serve as the two primary maritime transport hubs, shipping military goods used by the Israeli military such as tube barrels for self-propelled howitzers and ammunition links for machine guns.

## Exposing French Military Shipments by Region of Origin

As mentioned previously, the analysis of military cargo from France to Israel is not exhaustive, but offers a picture of the different actors implicated in the logistical pipeline facilitating the genocide.

In the past 30 months, more than 500 shipments have been uncovered. The following section is an account of military components, parts and equipment originating from different regions in France to Elbit Systems facilities as well as other defence, aerospace and industries with links to the Israeli military.

### ILE DE FRANCE

The following table details 168 shipments from the Parisian region from the beginning of the genocide in October 2023 to January 2026 to different Elbit Systems facilities and other defence

<sup>5</sup> [Our Company](#), EL AL Airlines, (as of April 2026).

and tech manufacturers. While shipments end in January 2026, it does not mean they are not ongoing as of March 2026.

Of the 168 shipments, 167 were transported via El Al Airlines with the exception of the “Rolled Boiler Tubes” which used the vessel RACHEL BORCHARD. Shipments were transported by truck from the sender to Charles de Gaulle airport and the Port of Le Havre before being shipped directly to Israel.

Furthermore, Paris-Charles de Gaulle (CDG) airport functions as the principal air freight hub for shipments documented in this report. **Of the 525 shipments, nearly all were routed via CDG to Israel, positioning Charles de Gaulle as a key facilitator in the military supply chain to Israel.**

**The Ile de France region registered the highest volume of cargo destined for Israeli defense manufacturers, accounting for 168 shipments, with weekly departures sustained over the past two years.**

| Good Description    | Sender > Receiver                            | Departure and Arrival Date                   | Route                                  | Quantity |
|---------------------|----------------------------------------------|----------------------------------------------|----------------------------------------|----------|
| Aircraft Parts      | ADR > Elbit Systems - Electro-Optics Elop    | 10 September 2024 > 11 January 2026          | Thomery > Paris > Tel Aviv             | 13       |
| Actuators           | Sermat > Elbit Systems Ltd (Haifa)           | 25 August 2024 > 5 October 2025              | Nanterre > Paris > Tel Aviv            | 38       |
|                     | Sermat > Elbit Systems Ltd (Karmiel)         | 25 April 2024 > 23 October 2025 <sup>6</sup> | Nanterre > Paris > Tel Aviv            | 7        |
|                     | Sermat > Elbit Systems - Electro-Optics Elop | 5 October 2023 > 18 August 2024              | Nanterre > Paris > Tel Aviv            | 22       |
|                     | Sermat > Elbit Systems Ltd (Rehovot)         | 11 January 2024 > 28 July 2024               | Nanterre > Paris > Tel Aviv            | 5        |
|                     |                                              |                                              |                                        |          |
| Aircraft Parts      | ADR > Elbit Systems - Electro-Optics Elop    | 2 January 2025 > 24 July 2025                | Thomery > Paris > Tel Aviv             | 17       |
|                     | ADR > Elbit Systems - Cyclone                | 2 January 2025 > 30 June 2025                | Thomery > Paris > Tel Aviv             | 5        |
| Aircraft Parts      | Heli Technique > Bet Shemesh Engines         | 27 November 2024 > 8 December 2024           | Signy-Signets > Paris > Tel Aviv       | 2        |
| Audio Control Panel | Thales AVS > Elbit Systems Ltd (Karmiel)     | 6 August 2025 > 26 August 2025               | Velizy Villacoublay > Paris > Tel Aviv | 2        |
| Ball Bearing        | ADR > Elbit Systems - Electro-Optics Elop    | 13 December 2024 > 14 December 2024          | Thomery > Paris > Tel Aviv             | 1        |
| Compressor          | Heli Technique > Bet Shemesh Engines         | 14 March 2024 > 14 March 2024                | Signy Signets > Paris > Tel Aviv       | 1        |

<sup>6</sup> After Sermat shipments were exposed, the Ministry of Armed Forces ordered the suspension of all its exports to Israel. The decision, taken quietly in late October, confirms these components (for drone application) could be used by the military of a country accused of genocide in Gaza.

| Good Description       | Sender > Receiver                                              | Departure and Arrival Date           | Route                                    | Quantity |
|------------------------|----------------------------------------------------------------|--------------------------------------|------------------------------------------|----------|
| Connectors             | Souriau > Elbit Systems Ltd (Karmiel)                          | 26 October 2025 > 1 November 2025    | Versailles > Paris > Tel Aviv            | 2        |
|                        | Souriau > Elbit Systems BMD and Land EW (Elisra)               | 22 December 2024 > 23 December 2024  | Versailles > Paris > Tel Aviv            | 1        |
| Lightning Protection   | Soc Duval Messien > ELINA Electro Mechanics                    | 2 February 2025 > 2 February 2025    | Saint Maur des Fosses > Paris > Tel Aviv | 1        |
| Electronic Equipment   | ADR > Elbit System Electro-Optics Elop                         | 22 February 2024 > 18 April 2024     | Thomery > Paris > Tel Aviv               | 3        |
| Generator              | Sermat > Elbit Systems Ltd (Rehovot)                           | 25 April 2024 > 25 April 2024        | Nanterre > Paris > Tel Aviv              | 1        |
| Hydrins                | Exail > Elbit Naval Systems                                    | 22 February 2024 > 25 February 2024  | Saint-Germain-en-Laye > Paris > Tel Aviv | 1        |
| Industrial Parts       | Thales AVS <sup>7</sup> > Elbit Systems EW and SIGINT (Elisra) | 15 December 2024 > 15 December 2024  | Velizy Villacoublay > Paris > Tel Aviv   | 1        |
|                        | Thales AVS > Elbit Systems Ltd (Karmiel)                       | 5 June 2025 > 5 June 2025            | Velizy Villacoublay > Paris > Tel Aviv   | 1        |
|                        | Thales AVS > Elbit Systems UAS Division (Rehovot)              | 23 June 2024 > 11 August 2024        | Velizy Villacoublay > Paris > Tel Aviv   | 5        |
|                        | Thales AVS > Elbit Systems UAS Division (Karmiel)              | 20 October 2025 > 23 October 2025    | Velizy Villacoublay > Paris > Tel Aviv   | 1        |
| Industrial Parts       | Sermat > Elbit Systems UAS Division (Rehovot)                  | 23 June 2024 > 11 August 2024        | Nanterre > Paris > Tel Aviv              | 5        |
|                        | Sermat > Elbit Systems Ltd (Karmiel)                           | 3 November 2024 > 5 December 2024    | Nanterre > Paris > Tel Aviv              | 2        |
| Industrial Parts       | Soc Duval Messien > ELINA Electro Mechanics                    | 24 September 2024 > 15 December 2024 | Saint Maur des Fosses > Paris > Tel Aviv | 4        |
| Material Parts         | Centre d'Essais Dynamiques > Mobius Protection Systems         | 8 February 2024 > 8 February 2024    | Caligny > Paris > Tel Aviv               | 1        |
| Mechanical Equipment   | ADR > Elbit System Electro-Optics Elop                         | 6 October 2023 > 20 December 2023    | Thomery > Paris > Tel Aviv               | 16       |
|                        | ADR > Elbit Systems Ltd (Rehovot)                              | 7 August 2024 > 8 August 2024        | Thomery > Paris > Tel Aviv               | 1        |
| New Spare Parts        | Thales AVS > Elbit Systems EW & SIGINT - Elisra                | 13 December 2023 > 13 December 2023  | Velizy Villacoublay > Paris > Tel Aviv   | 1        |
| Noxcore 300            | Noxant > Ophir Optronics                                       | 7 December 2023 > 7 December 2023    | Palaiseau > Paris > Tel Aviv             | 1        |
| Radar Parts (TSC 4000) | Thales Six GTS > Elbit Systems Ltd (Rehovot)                   | 13 January 2024 > 15 January 2024    | Gennevilliers > Paris > Tel Aviv         | 1        |
| Repair Generator       | Sermat > Elbit Systems UAS Division                            | 5 October 2023 > 8 October 2023      | Nanterre > Paris > Tel Aviv              | 1        |
| Steel Grade            | Pouchard Tubes et Barres > Ashot Ashkelon Industries           | 15 October 2023 > 15 October 2023    | Mitry Mory > Paris > Tel Aviv            | 1        |

7 Thales is currently the target of the “Guerre à la Guerre” campaign.

| Good Description          | Sender > Receiver                                      | Departure and Arrival Date          | Route                                        | Quantity |
|---------------------------|--------------------------------------------------------|-------------------------------------|----------------------------------------------|----------|
| Rolled Boiler Tubes       | Pouchard Tubes et Barres > Ashot Ashkelon Industries   | 18 April 2024 > 28 April 2024       | Mitry Mory > Le Havre > Ashdod               | 1        |
| Spiral Wheel Components   | Centre d'Essais Dynamiques > Mobius Protection Systems | 23 November 2023 > 23 November 2023 | Caligny > Paris > Tel Aviv                   | 1        |
| Transponder               | Thales SIX GTS > Pronat Industries                     | 8 October 2023 > 8 October 2023     | Gennevilliers > Paris > Tel Aviv             | 1        |
| Turbopropulsor            | Aviation Experts SARL > Bet Shemesh Engines            | 28 July 2024 > 28 July 2024         | Grandpuits Bailly Carrois > Paris > Tel Aviv | 1        |
| Total amount of Shipments |                                                        |                                     |                                              | 168      |

Table 1. **Shipments from the Parisian region to various Israeli defence manufacturers from October 2023 to January 2026.**

ADR, as the primary supplier of exports in **Table 1**, has been mainly supplying Elbit Systems Electro-Optics with aircraft parts, and mechanical and electronic equipment. This facility assembles and integrates avionics for its military platforms, specifically targeting, surveillance, and reconnaissance systems used in combat aircraft, helicopters, UAVs, and ground forces

Thales AVS and Thales Six GTS specialize in avionics and ground transportation systems. They sent components pertaining to telecommunication, radio management, and industrial parts to Elbit Systems facilities. Thales Six GTS sent Identification Friend or Foe (IFF) systems operable in the Surveillance and Intelligence, Air Defense and Air Combat systems. TSC 4000 is a dual civil/military IFF transponder.<sup>8</sup> This is not the first time such a shipment has come to light. In June 2024, Disclose revealed that a similar shipment had been sent to Elbit Systems with the French government's authorization. The newspaper reported that these transponders were integrated into Hermes 900 drones used in Gaza. In March 2025, it was revealed that Thales had been supplying components for Israeli combat drones since 2018, totaling at least 2 million euros.<sup>9</sup>

Souriau and Exail, companies working in the defence industry, have exported components related to inertial navigation systems (Hydrins) for unmanned surface vehicles and connectors designed for integrated aircraft systems.<sup>10</sup>

Aviation Experts SARL, Centre d'essais dynamiques (CED), Noxant, Soc Duval Messien and Heli Technique are manufacturers involved in the manufacturing of aviation components, electronic hardware, and general industrial materials used in the assembly, integration of airborne surveillance and security systems, amongst other things. Soc Duval Messien shipped lighting protection and industrial parts to ELINA electro mechanics who have partnerships with IAI, Rafael and Elbit Systems with every facility and subsidiaries.<sup>11</sup> CED sent spiral wheel components and material parts to Mobius Protection Systems who specializes in blast-protected seating systems for military-land systems such as tanks, infantry combat vehicles and more.<sup>12</sup>

<sup>8</sup> [Identification Friend or Foe and Avoidance](#), Thales, (as of April 2026).

<sup>9</sup> [Vente d'armes à Israël : Thales équipe des drones de combat depuis 2018](#), UJFP, 13 March 2025.

<sup>10</sup> [Mil-aero connectors and cable assemblies](#), EATON, (as of April 2026).

<sup>11</sup> [About us](#), ELINA Electro Mechanics Ltd, (as of April 2026).

<sup>12</sup> [About](#), Mobius Protection Systems, (as of April 2026).

Pouchard Tubes et Barres supply custom-made tubes, bars, and tubular components. In this case, they are sending steel grade and roller boiler tubes to Ashot Ashkelon, a defense manufacturer who is the sole supplier of transmission systems for the Merkava tanks and the Namer APC.<sup>13</sup>

Sermat, manufacturer of motors and actuators, has been sending more than 81 actuators, generators, repair generators and industrial parts to different Elbit Systems facilities in the past two years. It appears they stopped shipping military components after the Ministry of Armed Forces halted shipments from the company following the visit of two customs agents at Sermat's headquarters to inspect contracts between the French company and Elbit Systems.<sup>14</sup> According to Disclose, over the past two years, Sermat has supplied Elbit Systems with dozens of alternators for the Hermes 900 drone, a model widely used by the Israeli military since the genocide started. Beyond alternators, Sermat has also delivered motors designed to ensure the stabilization and precise control of several UAV models, including the Hermes 900 and the Hermes 450 used for targeted strikes.<sup>15</sup> The skies over Lebanon and Gaza are perpetually filled with the noise of Hermes 900s and Heron TPs. These drones can stay airborne for more than thirty hours, carrying payloads of sensors, radars, and missiles.<sup>16</sup>

**The gap between France's stated policy and the reality of its supply chain - where components authorized arm drones over Gaza - raises serious questions about its complicity. While Macron's government claims shipments to Israel such as these are meant for the "Iron Dome" and "re-exports", French military goods keep being used by the Israeli military.**



Figure 1. **Israeli army targeting a vehicle traveling from southern to northern Gaza using an UAV in Gaza City on February 02, 2025.<sup>17</sup>**

<sup>13</sup> [The Tanks of the IDF - the best in the world](#), Israel Defense, 16 June 2016.

<sup>14</sup> [Vente d'armes à Israël : l'État stoppe les livraisons de composants pour drones fabriqués par l'entreprise Sermat](#), Disclose, 9 December 2025.

<sup>15</sup> Ibid.

<sup>16</sup> [Israel's Drone Doctrine as War on Return](#), Al-Akhbar, 24 October 2025

<sup>17</sup> [7 Palestinians injured in Israeli strikes in Gaza despite ceasefire](#), Middle East Monitor, 2 February 2025.

## PROVENCE-ALPES-CÔTE D'AZUR

### Marseille

Eurolinks in Marseilles transported **more than ten millions of ammunition links to IMI**, one of the main manufacturers of ammunition the Israeli military uses in Gaza, from October 2023 until July 2025. Shipments were transported via the shipping company ZIM from the port of Fos-Sur-Mer to the port of Haifa.

| Good Description          | Sender > Receiver | Departure and Arrival Date               | Carrier           | Route               | Quantity (pieces)                      |
|---------------------------|-------------------|------------------------------------------|-------------------|---------------------|----------------------------------------|
| Ammunition Links          | Eurolinks > IMI   | 11 October 2023 > 19 October 2023        | EGY SKY (ZIM)     | Fos-Sur-Mer > Haifa | M9 (600 000)                           |
| Ammunition Links          | Eurolinks > IMI   | 8 November 2023 > 16 November 2023       | ELBSUMMER (ZIM)   | Fos-Sur-Mer > Haifa | M9 (500 000)<br>M27 (1 000 000)        |
| Ammunition Links          | Eurolinks > IMI   | 3 January 2024 > 11 January 2024         | ZIM NEW ZEALAND   | Fos-Sur-Mer > Haifa | M9 (500 000)<br>M27 (1 000 000)        |
| Ammunition Links          | Eurolinks > IMI   | 6 March 2024 > 14 March 2024             | SSF LILY (ZIM)    | Fos-Sur-Mer > Haifa | M9 (500 000)<br>M27 (40 000)           |
| Ammunition Links          | Eurolinks > IMI   | 22 May 2024 > 31 May 2024                | ZIM NEW ZEALAND   | Fos-Sur-Mer > Haifa | M9 (800 000)                           |
| Insertion Strip           | Eurolinks > IMI   | 22 May 2024 > 31 May 2024                | ZIM NEW ZEALAND   | Fos-Sur-Mer > Haifa | 10 000                                 |
| Ammunition Links          | Eurolinks > IMI   | 30 September 2024 > 9 November 2024      | ZIM               | Fos-Sur-Mer > Haifa | M9 (500 000)<br>M27 (1 000 000)        |
| Ammunition Links          | Eurolinks > IMI   | 20 December 2024 > 2 January 2025        | ZIM NEW ZEALAND   | Fos-Sur-Mer > Haifa | 20 pallets <sup>18</sup><br>12 pallets |
| Ammunition Links          | Eurolinks > IMI   | 3 April 2025 > 11 April 2025             | CONTSHP ERA (ZIM) | Fos-Sur-Mer > Haifa | 18 pallets<br>8 pallets                |
| Ammunition Links          | Eurolinks > IMI   | 22 May 2025 > 30 May 2025                | CONTSHP ERA (ZIM) | Fos-Sur-Mer > Haifa | M9 (1 000 000)<br>M27 (1 000 000)      |
| Ammunition Links          | Eurolinks > IMI   | 25 June 2025 > 4 July 2025 <sup>19</sup> | ZIM               | Fos-Sur-Mer > Haifa | M9 (500 000)<br>M27 (1 000 000)        |
| Ammunition Links          | Eurolinks > IMI   | 2 July 2025 > 9 July 2025                | CONTSHP ERA (ZIM) | Fos-Sur-Mer > Haifa | 17 pallets                             |
| Total amount of Shipments |                   |                                          |                   |                     | 12                                     |

Table 2. **Shipments of ammunition links and insertion strips from the PACA region (Marseille) to IMI from 2023 to 2025.**

<sup>18</sup> While the amount here is in pallets, 19 pallets is equivalent to 500 000 M9 and 1 000 000 M27.

<sup>19</sup> Shipment was flagged and stopped by CGT at the time of the article.



The shipments contain M27 and M9 ammunition links. The first is used for 5.56mm rounds for the FN MINIMI, M249 and other light machine guns.<sup>20</sup> Israel's version is called the IWI Negev and also uses M27 links which has been used extensively during the genocide in Gaza.<sup>21</sup> The latter is used for 12.7mm rounds used in the M2HB, QCB and M3M, which are heavy machine guns. The Namer IFV, an armoured fighting vehicle, is equipped with a M2HB heavy machine gun which has also been used by the Israeli military in the 2008 war and continues to be used in the genocide.<sup>22,23</sup>

Figure 2. **M27 metallic-link belt ammunition for machine guns.**<sup>24</sup>

This report reveals that these exports represent only a fraction of a continuous flow of twelve shipments totaling more than ten million ammunition links over a period of twenty-one months. These shipments continued despite media coverage, the refusal of CGT dockworkers to load the Contship Era in June 2025, and a human rights complaint alleging complicity in crimes against humanity. Eurolinks CEO Jean-Luc Bonelli confirmed the complete lack of oversight, acknowledging he had no agent to monitor IMI Systems' activities, thereby admitting the violation of Article 7.7 of the TCA, which requires exporters to act once they learn their goods could be used for war crimes.<sup>25</sup>



Figure 3. **IWI Negev which uses M27 links.**<sup>26</sup>



Figure 4. **Namer vehicle.**<sup>27</sup>

20 [Eurolinks - Metallic Ammunition Links for Belting Small and Medium Calibre](#), Army Technology, (as of April 2026).

21 [IDF Says Soldier Filmed Firing Machine Gun Into Gaza Violated Protocol, Vows to Investigate](#), Haaretz, 5 January 2026.

22 [Namer Heavy Armoured Infantry Fighting Vehicle](#), Army Technology, 20 June 2010.

23 [Israel War Room](#), X, 30 August 2025.

24 [Eurolinks - Metallic Ammunition Links for Belting Small and Medium Calibre](#), Army Technology, (as of April 2026).

25 [Livraison à Israël d'équipements pour mitrailleuses : la France entretient l'opacité](#), Disclose, 28 March 2024.

26 [Israeli single machine gun "Negev"](#), Top War, 19 June 2012

27 [Namer Heavy Armoured Infantry Fighting Vehicle](#), Army Technology, 20 June 2010.

## Grasse

Savimex and Nexess near Cannes delivered 25 shipments to different Elbit Systems facilities from June 2024 to January 2026. Shipments were transported by road from Grasse to Marseille, then by truck to Charles de Gaulle airport before leaving by cargo to Tel Aviv.

| Good Description          | Sender > Receiver                            | Departure and Arrival Date          | Carrier      | Route                                       | Quantity |
|---------------------------|----------------------------------------------|-------------------------------------|--------------|---------------------------------------------|----------|
| Visor                     | Savimex > Elbit Systems Ltd (Haifa)          | 5 June 2024 > 20 June 2024          | El Al Israel | Grasse > Marseille > Paris > Tel Aviv       | 2        |
|                           | Savimex > Elbit Systems - Cyclone            | 7 March 2025 > 16 March 2025        |              |                                             | 1        |
| Visor Generic             | Savimex > Elbit Systems - Cyclone            | 13 November 2024 > 6 November 2025  | El Al Israel | Grasse > Marseille > Paris > Tel Aviv       | 5        |
|                           | Savimex > Elbit Systems Ltd (Karmiel)        | 17 December 2024 > 24 February 2025 |              |                                             | 2        |
| Prism                     | Savimex > Elbit Systems - Cyclone            | 28 November 2024 > 26 January 2025  | El Al Israel | Grasse > Marseille > Paris > Tel Aviv       | 2        |
|                           | Savimex > Elbit Systems Ltd (Karmiel)        | 6 February 2025 > 24 June 2025      |              |                                             | 2        |
| Mini Visor                | Savimex > Elbit Systems Ltd Import (Karmiel) | 5 March 2025 > 12 March 2025        | El Al Israel | Grasse > Marseille > Paris > Tel Aviv       | 1        |
| Mirror Toric              | Savimex > Elbit Systems - Cyclone            | 14 March 2025 > 27 November 2025    | El Al Israel | Grasse > Marseille > Paris > Tel Aviv       | 3        |
|                           | Savimex > Elbit Systems Ltd (Haifa)          | 15 January 2026 > 15 January 2026   |              |                                             | 1        |
| Visor External            | Savimex > Elbit Systems - Cyclone            | 28 March 2025 > 26 December 2025    | El Al Israel | Grasse > Marseille > Paris > Tel Aviv       | 2        |
| Torque Wrench             | Nexess > Elbit Systems EW & SIGINT - Elisra  | 7 April 2025 > 11 April 2025        | Lufthansa    | Valbonne > Marseille > Frankfurt > Tel Aviv | 1        |
| Minivisor Visor Optical   | Savimex > Elbit Systems - Cyclone            | 6 May 2025 > 12 May 2025            | El Al Israel | Grasse > Marseille > Paris > Tel Aviv       | 1        |
| Set Of Visors             | Savimex > Elbit Systems - Cyclone            | 24 July 2025 > 30 July 2025         | El Al Israel | Grasse > Marseille > Paris > Tel Aviv       | 1        |
| Minivisors Samples Blank  | Savimex > Elbit Systems - Cyclone            | 31 August 2025 > 31 August 2025     | El Al Israel | Grasse > Marseille > Paris > Tel Aviv       | 1        |
| Total amount of Shipments |                                              |                                     |              |                                             | 25       |

Table 3. **Shipments from Savimex in the PACA region to Elbit Systems from June 2024 to January 2026.**

The shipments from Savimex include visors and related optical components for image projection. Savimex visors are made for pilots of aircrafts and helicopters and are designed for protection and image projection over the visor, which they also manufacture.<sup>28</sup> Image projection allows to display critical data from inside the cockpit directly in front of the pilot in plain sight.<sup>29</sup> This means

<sup>28</sup> [Defense and Security](#), Savimex, (as of April 2026).

<sup>29</sup> [JHMCS II Helmet Mounted Display](#), Elbit Systems, (as of April 2026).

Israeli pilots have displays of “threats”, weaponry status and more, allowing the Israeli military to target Palestinians and continue the ongoing massacres. Shipments have been exported to Elbit Systems nearly every month in 2025.

## NORMANDY

Te Connectivity near the city of Evreux delivered electrical connectors to Elbit Systems in Yokneam. The shipment went by road from the manufacturer to CDG before leaving for Israel.

| Good Description          | Sender > Receiver                      | Departure and Arrival Date        | Carrier      | Route                     | Quantity |
|---------------------------|----------------------------------------|-----------------------------------|--------------|---------------------------|----------|
| Electrical Connector      | Te Connectivity > Elbit Systems - Land | 15 October 2023 > 15 October 2023 | El Al Israel | Evreux > Paris > Tel Aviv | 1        |
| Total amount of Shipments |                                        |                                   |              |                           | 1        |

Table 4. **Shipment from Normandy to Elbit System (Yokneam) in 2023.**

Te Connectivity specializes in electronic and electrical components. The shipment of electrical connectors was sent to Elbit Systems Land which provides capabilities for electromagnetic spectrum dominance, tactical mobility, situational awareness, and precision strike.

## CENTRE-VAL DE LOIRE

Several facilities near Tours delivered industrial parts to Elbit Systems. Shipments left by road to Paris, before leaving CDG for Tel Aviv.

| Good Description | Sender > Receiver                             | Departure and Arrival Date          | Carrier      | Route                      | Quantity |
|------------------|-----------------------------------------------|-------------------------------------|--------------|----------------------------|----------|
| Industrial Parts | TLD > Elbit Systems Ltd (Haifa)               | 4 August 2024 > 4 August 2024       | El Al Israel | Sorigny > Paris > Tel Aviv | 1        |
| Industrial Parts | Sermat > Elbit Systems UAS Division (Rehovot) | 11 August 2024 > 11 August 2024     | El Al Israel | Chabris > Paris > Tel Aviv | 2        |
| Repair Actuator  | Sermat > Elbit Systems UAS (Rehovot)          | 11 August 2024 > 11 August 2024     | El Al Israel | Chabris > Paris > Tel Aviv | 1        |
|                  | Sermat > Elbit Systems UAS (Haifa)            | 1 September 2024 > 5 September 2024 |              |                            | 1        |
|                  |                                               | Total amount of Shipments           |              |                            | 5        |

Table 5. **Centre Val de Loire shipments to Elbit Systems in 2024.**

TLD offers comprehensive services for aviation ground support equipment (GSE).<sup>30</sup> They operate in the defense industry to address the specific demands of technically advanced military equipment.<sup>31</sup> Sermat is a manufacturer of electric motors, cylinders, actuators, specialized generators, and associated control electronics. As the goods are going to the UAS division of Elbit Systems, they could be used in the propulsion systems for smaller tactical UAVs, flight control actuation for UAVs, power generation (alternators) for on-board electrical systems, or payload

<sup>30</sup> [Home page](#), TLD Group, (as of April 2026).

<sup>31</sup> [Defense and Government Organizations](#), TLD Group, (as of April 2026).

stabilization and control for electro-optic and surveillance mission equipment.<sup>32</sup>

## AUVERGNE-RHÔNE-ALPES

Manufacturers near Grenoble, Annecy and Saint Etienne delivered 68 shipments to Israeli aerospace and defence companies starting in October 2023 to December 2025. The transported cargo includes, but is not limited to, components used in artillery weapons, optronics, and navigation systems have been shipped from this region nearly every week since the genocide started.

Shipments originating in Roche La Molière and Firminy went by road to Lyon Saint Exupery airport before transiting to CDG as the final stop before Tel Aviv. In general, the rest mostly left by road to CDG before leaving for the different defence facilities they are bound to.

| Good Description             | Sender > Receiver                                       | Departure and Arrival Date               | Carrier               | Route                                                       | Quantity |
|------------------------------|---------------------------------------------------------|------------------------------------------|-----------------------|-------------------------------------------------------------|----------|
| Shut Off Valve 3/4           | Safran Aerosystems > Elbit Systems EW & SIGINT - Elisra | 24 November 2023 > 26 November 2023      | El Al Israel          | Roche la Molière > Lyon > Paris > Tel Aviv                  | 1        |
| Manual Actuator              | Safran Aerosystems > Elbit Systems EW & SIGINT - Elisra | 1 December 2023 > 3 December 2023        | El Al Israel          | Roche la Molière > Lyon > Paris > Tel Aviv                  | 1        |
| Aircraft Parts               | Safran Aerosystems > Elbit Systems EW & SIGINT - Elisra | 6 December 2023 > 10 June 2024           | El Al Israel          | Roche la Molière > Lyon > Paris > Tel Aviv                  | 16       |
| Shut Off//Inline Check Valve | Safran Aerosystems > Elbit Systems EW & SIGINT - Elisra | 12 January 2024 > 14 January 2024        | El Al Israel          | Roche la Molière > Lyon > Paris > Tel Aviv                  | 2        |
| Electronic Material          | Safran Aerosystems > Elbit Systems EW & SIGINT - Elisra | 25 January 2024 > 29 January 2024        | El Al Israel          | Roche la Molière > Lyon > Paris > Tel Aviv                  | 1        |
| Barrel Tubes <sup>33</sup>   | Aubert & Duval > Elbit Systems - Land                   | 5 June 2025 > Dec/Jan 2026 <sup>34</sup> | ZIM<br>ZIM<br>AMERICA | Firminy > Fos-sur-Mer > Haifa<br>Firminy > Le Havre > Haifa | 2        |
| Barrel Tubes                 | Aubert & Duval > Elbit Systems C4i and Cyber            | 3 July 2025 > 10 July 2025               | El Al Israel          | Firminy > Lyon > Paris > Tel Aviv                           | 1        |
| Breech Forging               | Aubert & Duval > Elbit Systems - Land                   | 29 August 2025 > 23 October 2025         | El Al Israel          | Firminy > Lyon > Paris > Tel Aviv                           | 3        |

<sup>32</sup> [Electromécanismes pour le secteur militaire](#), Sermat, (as of April 2026).

<sup>33</sup> Barrel tubes shipments were labeled as “parts of military weapons.”

<sup>34</sup> The December 12, 2025 shipment was stopped by dockworkers in Le Havre Port, who refused to let the cargo enter the port. However, there might have been attempts by Aubert & Duval to ship the cargo to Elbit Systems, which would mean the cargo arrived in Haifa beginning of January 2026. [[Au Havre, les dockers CGT empêchent le passage d'un conteneur suspecté d'abriter du matériel militaire français en route vers Israël](#), Médiapart, 12 December 2025.]

| Good Description          | Sender > Receiver                                                  | Departure and Arrival Date            | Carrier                       | Route                                         | Quantity |
|---------------------------|--------------------------------------------------------------------|---------------------------------------|-------------------------------|-----------------------------------------------|----------|
| Electronics Material      | Radiall > Elbit Systems Land C4I                                   | 24 November 2023 > 4 May 2024         | El Al Israel                  | Voreppe > Lyon > Paris > Tel Aviv             | 4        |
|                           | Radiall > Elbit Systems EW & SIGINT - Elisra                       | 12 January 2024 > 14 January 2024     | El Al Israel                  | Voreppe > Lyon > Paris > Tel Aviv             | 3        |
| Electric Parts            | Radiall > Elbit Systems Land C4I                                   | 15 March 2024 > 17 March 2024         | El Al Israel                  | Voreppe > Lyon > Paris > Tel Aviv             | 1        |
| Spare parts               | Radiall > Elbit Systems Land C4I                                   | 29 March 2024 > 31 March 2024         | El Al Israel                  | Voreppe > Lyon > Paris > Tel Aviv             | 1        |
| Infrared Detector         | Lynred > Ricor                                                     | 27 October 2023 > 30 October 2023     | El Al Israel                  | Veurey Voroize > Lyon > Paris > Tel Aviv      | 1        |
| Stator K508               | Lynred > Ricor                                                     | 30 January 2025 > 23 April 2025       | El Al Israel                  | Veurey Voroize > Lyon > Paris > Tel Aviv      | 3        |
| Cold Plate Assembly       | Cecla Metal Process > Civan Advanced Technology                    | 5 April 2025 > 30 July 2025           | El Al Israel                  | Le Pont de Claix > Lyon > Paris > Tel Aviv    | 3        |
| Oled Display Modules      | Microoled > Elbit Security Systems (Sderot)                        | 14 October 2025 > 14 October 2025     | El Al Israel                  | Grenoble > Lyon > Tel Aviv                    | 1        |
| Oled Display Modules      | Microoled > Elbit Security Systems (Sderot)                        | 20 Novembre 2025 > 26 December 2025   | El Al Israel                  | Grenoble > Lyon > Paris > Tel Aviv            | 2        |
| OLED microdisplay         | Microoled > Elbit Security Systems (Sderot)                        | 8 August 2025 > 10 August 2025        | Lufthansa > Austrian Airlines | Grenoble > Lyon > Frankfurt > Wien > Tel Aviv | 1        |
| Aircraft Parts            | Microoled > Elbit Security Systems (Sderot)                        | 11 September 2025 > 18 September 2025 | El Al Israel                  | Grenoble > Lyon > Tel Aviv                    | 1        |
| Electronics Material      | Amphenol Socapex > Elbit Systems EW & SIGINT - Elisra              | 20 December 2023 > 22 December 2023   | El Al Israel                  | Thyez > Lyon > Paris > Tel Aviv               | 3        |
| Electronics Material      | Amphenol Socapex > Elbit Systems Ltd (Karmiel)                     | 9 February 2024 > 11 February 2024    | El Al Israel                  | Thyez > Lyon > Paris > Tel Aviv               | 4        |
| Electrical Materials      | Amphenol Socapex > Elbit Systems EW & SIGINT - Elisra              | 30 October 2025 > 30 October 2025     | El Al Israel                  | Thyez > Lyon > Paris > Tel Aviv               | 1        |
| Axis Gyro Sensor          | Safran Electronics & Defense > Elbit Systems C4I and Cyber         | 1 October 2023 > 26 November 2023     | El Al Israel                  | Domerat > Paris > Tel Aviv                    | 7        |
|                           | Safran Electronics & Defense > Elbit Systems - Electro-Optics Elop | 1 October 2023 > 23 November 2023     | El Al Israel                  | Domerat > Paris > Tel Aviv                    | 2        |
|                           | Safran Electronics & Defense > Elbit Systems Land                  | 2 November 2023 > 26 November 2023    | El Al Israel                  | Domerat > Paris > Tel Aviv                    | 3        |
| Total amount of Shipments |                                                                    |                                       |                               |                                               | 68       |

Table 6. **Auvergne-Rhône-Alpes shipments bound to Elbit Systems and Ricor from October 2023 to December 2025.**

Safran Aerosystems and Safran Electronics & Defense are subdivisions of the Safran Group.<sup>35</sup> Safran Aerosystems manufacture on-board systems and equipment for aircraft & helicopters, while Electronics & Defense specializes in avionics, tracking, surveillance amongst other things.<sup>36,37</sup> At the beginning of the genocide, they shipped “axis gyro sensors” which refers to the fiber optic gyro inertial measurement unit, essential for stabilizing guns, turrets, and gimbals, and enables accurate targeting in multispectral day/night observation systems.<sup>38</sup>

Aubert & Duval is a company in the metallurgy domain.<sup>39</sup> They exported “barrels tubes” and “breech forgings” to Elbit Systems – Land who specialize in the ammunition, infantry, weapons systems and combat vehicle systems. Shipments were labeled as “parts of military weapons.” The December 2025 shipment is confirmed to be for the SIGMA 155 Roem self-propelled Howitzer, a next-generation artillery weapon currently only used by the Israeli military for long-range precision fires, which is to believe will be used in the current war Israel is raging on in Palestine and Lebanon.<sup>40,41</sup> The Howitzer is capable of firing standard 155 mm ammunition to a range of about 40 km, with an export-oriented variant that achieves ranges up to roughly 80 km through the use of rocket-assisted or extended-range projectiles.<sup>42</sup> The other forged parts have been used in medium and large calibre weapons.<sup>43</sup>

Amohenol, Radiall and Microoled are companies specializing in electronic, infrared detectors and optoelectronic components for the defense and aerospace industries.<sup>44,45,46,47,48</sup> Their exports to Israel over the past two years pertain to solutions for radar and electronic warfare, UAV, fighter jets, multi-mission aircraft and missiles. The components exported by these companies to Elbit Systems facilities can be used for thermal detectors for armored vehicles and drones, human detection, and tactical surveillance.

Lynred and Cecla have been sending “Infrared Detectors,” “Stators,” and “Cold Plate Assembly” to Ricor and Civan Advanced Technology, two Israeli tech companies manufacturing cryogenic coolers (cryocoolers) used to cool infrared detectors for missiles and electro-optical systems,<sup>49</sup> as well as high-power fiber lasers and optical amplifiers for material processing and defense applications.<sup>50</sup> The K508 Stator is used in applications operating 24/7 in border surveillance IR systems.<sup>51</sup>

35 [Safran at a glance](#), Safran, (as of April 2026).

36 [Safran Electronics & Defense](#), Safran, (as of April 2026).

37 [Safran Aerosystems](#), Safran, (as of April 2026).

38 [FOG & FMU Series – Fiber Optic Gyro Inertial Measurement Units for attitude & heading reference and stabilization systems](#), Safran, (as of April 2026).

39 [Defence](#), Aubert & Duval, (as of April 2026).

40 [Ai-Enabled Sigma Howitzer Transforms Artillery With Autonomous Firepower](#), *Autonomy Global*, 26 December 2025.

41 [Shoot, Scoot, Survive: Israel's New Self-Propelled Howitzer](#), *The National Interest*, 10 January 2026.

42 [Ai-Enabled Sigma Howitzer Transforms Artillery With Autonomous Firepower](#), *Autonomy Global*, 26 December 2025.

43 [Land Defence](#), Aubert & Duval, (as of April 2026).

44 [Radiall - Voreppe](#), Radiall, 20 July 2023.

45 [Presentation](#), CECLA Metal Process, (as of April 2026).

46 [About LYNRED](#), LYNRED, (as of April 2026).

47 [OLED Microdisplays](#), Microoled, (as of April 2026).

48 [Home page](#), Amphenol Socapex, (as of April 2026).

49 [How to Produce a Dolphin-Shaped Missile Head](#), Israel Defense, 22 February 2015.

50 [Home page](#), Ricor, (as of April 2026).

51 [K508N Highly Reliable Integral Stirling 1/2W MicroCooler](#), Coercive Systems, (as of April 2026).



Figure 5. **SIGMA 155 Roem self-propelled Howitzer used by the Israeli military whose barrel tubes are manufactured by Aubert & Duval.**<sup>52</sup>

## NOUVELLE AQUITAINE

Manufacturers in 4 different cities near Bordeaux delivered 11 shipments pertaining to aircraft components (cooling systems, identification beacons, and power supplies), ground-based surveillance radar systems, and associated spare parts for defense and aerospace applications. In general, shipments went by road from the manufacturer to Bordeaux, and then to CDG, before being shipped by El Al to Tel Aviv.

| Good Description       | Sender > Receiver                         | Departure and Arrival Date          | Carrier      | Route                                           | Quantity |
|------------------------|-------------------------------------------|-------------------------------------|--------------|-------------------------------------------------|----------|
| Fan Parts for Aircraft | LMB Aerospace > Elbit Systems EW & SIGINT | 19 October 2023 > 19 October 2023   | El Al Israel | Malemort > Paris > Tel Aviv                     | 1        |
| Airborne Beacon        | Thales DMS > Elbit Systems Ltd (Haifa)    | 30 October 2023 > 3 November 2023   | El Al Israel | Saint Jean d'Ilac > Bordeaux > Paris > Tel Aviv | 1        |
| Ground Radar Unit      | Thales DMS > Elbit Systems Ltd (Haifa)    | 15 November 2023 > 23 November 2023 | El Al Israel | Saint Jean d'Ilac > Bordeaux > Paris > Tel Aviv | 2        |
| LMB Thin Fans 120      | LMB Aerospace > Elbit Systems Ltd (Haifa) | 4 December 2023 > 7 December 2023   | El Al Israel | Malemort > Bordeaux > Paris > Tel Aviv          | 1        |
|                        | LMB Aerospace > Elbit Systems EW & SIGINT | 18 May 2025 > 22 May 2025           | El Al Israel | Malemort > Bordeaux > Paris > Tel Aviv          | 1        |

<sup>52</sup> [Israel Defense Forces induct their first new Roem self-propelled howitzers into service](#), *Zona Militar*, 26 December 2025.

| Good Description          | Sender > Receiver                    | Departure and Arrival Date        | Carrier      | Route                           | Quantity |
|---------------------------|--------------------------------------|-----------------------------------|--------------|---------------------------------|----------|
| Spare Parts               | SAFT > Elbit Systems - Cyclone       | 2 February 2025 > 12 March 2025   | El Al Israel | Bordeaux > Paris > Tel Aviv     | 3        |
| Nickel Cadmium Battery    | SAFT > Elbit Systems - Cyclone       | 3 December 2025 > 8 December 2025 | El Al Israel | Bordeaux > Paris > Tel Aviv     | 1        |
| Dual-Use Equipment        | Safran Electronics & Defense > Ricor | 23 January 2025 > 23 January 2025 | El Al Israel | Saint Benoit > Paris > Tel Aviv | 1        |
| Total amount of Shipments |                                      |                                   |              |                                 | 11       |

Table 7. **Shipments in the Nouvelle Aquitaine region from defence and aerospace manufacturers to Elbit Systems and Ricor from October 2023 to December 2025.**

Export data reveals LMB Aerospace has shipped fan parts to the Electronic Warfare and Signal Intelligence facility and headquarters of Elbit Systems. LMB produces aerospace grade, high-performance fans and cooling solutions for aerospace applications.<sup>53</sup> “Thinfan 120” are used for the cooling of electronics and chillers, and are incorporated into countermeasure systems, pods missiles, airborne radars, and UAVs.<sup>54</sup>

Thales DMS (Defence Mission System) specializes in systems and equipment for combat aircraft, unmanned air vehicles (UAVs), special-mission aircraft, helicopters and naval platforms.<sup>55</sup> Airborne beacons are essential components used in aircraft navigation and traffic-control systems to extend radar range and facilitate intelligence transmission.<sup>56</sup> Ground radar units are essential for surveillance and defence radars for advanced detection, tracking, and classification of aerial threats.<sup>57</sup>

SAFT is a battery manufacturer. They specialize in backup power and emergency systems, engine and turbine starting for different applications including military aircrafts and armored vehicles.<sup>58</sup> Nickel Cadmium batteries are used in aircraft batteries and power supplies.<sup>59</sup> In 2002, they were awarded contracts to supply batteries to start the auxiliary power unit and to back up the flight control systems for the F-35.<sup>60</sup> In 2013, it was announced Saft American won a \$6.5 million contract with General Electric Aviation to produce high-power batteries for Lockheed Martin’s F-35 Lightning II.<sup>61</sup>

Safran Electronics & Defense is the number one company in Europe for tactical UAV systems and inertial navigation systems.<sup>62</sup> They provide components used in detection, targeting, data processing and more. Ricor supplies the space, military and defense, homeland security, and

53 [Home page](#), LMB North America, (as of April 2026).

54 [LMB Fans](#), LMB North America, (as of April 2026).

55 [THALES DMS FRANCE SAS](#), Aerospace Valley, (as of April 2026)

56 L. B. Hallman, “Considerations in the Design of a Universal Beacon System,” in *Proceedings of the IRE*, vol. 36, no. 12, pp. 1526-1529, Dec. 1948, doi: 10.1109/JRPROC.1948.226258.

57 [Ground-Based surveillance Radars](#), Thales, (as of April 2026).

58 [Saft in brief, Saft](#), (as of April 2026).

59 [Home page](#), Ni-Cad Systems, Inc., (as of April 2026).

60 [Saft fournira de nouvelles batteries au F-35, l'avion de combat américain](#), *La Tribune*, 25 July 2013.

61 [Saft to infuse F-35 with high-power Li-ion aviation battery power](#), Military + Aerospace Electronics, 27 July 2013.

62 [Safran Electronics & Defense](#), Safran, (as of April 2026).

semiconductor industries with cryocoolers for infrared detectors (IR).<sup>63</sup> The dual-use equipment is, in this case, a component used in infrared detectors.

## GRAND EST

Manufacturers within the Grand Est region transported 160 military and aerospace-related shipments to Israel, **making the region the second largest exporter of military components in this report.** These shipments included 108 shipments of mainly mechanical and hydraulic systems from 4 cities near Strasbourg going to various Elbit Systems facilities, as well as other military and engine parts manufacturers.

Shipments were ongoing from October 2023, with the latest arriving in Israel on February 23, 2026. Most shipments were transported by UPS trucks from the Strasbourg area to Paris before being transported by plane from Charles de Gaulle to Tel Aviv. An additional 52 shipments from Carignan went directly to CDG before arriving in Israel. Shipments using Lufthansa went by truck from the manufacturer to Strasbourg airport before going from Germany and then to Israel. Sea shipments left Colmar for the Port of Antwerp to Haifa and Ashdod.

| Good Description            | Sender > Receiver                         | Departure and Arrival Date         | Carrier                  | Route                                        | Quantity |
|-----------------------------|-------------------------------------------|------------------------------------|--------------------------|----------------------------------------------|----------|
| Shock Absorber              | Effbe > Elbit Systems Electro-Optics Elop | 1 October 2023 > 23 February 2026  | El Al Israel             | Habsheim > Strasbourg > Paris > Tel Aviv     | 61       |
|                             | Effbe > Elbit Systems - C4I And Cyber     | 7 December 2023 > 10 December 2023 | El Al Israel             | Habsheim > Strasbourg > Paris > Tel Aviv     | 2        |
|                             | Effbe > Elbit Systems Electro-Optics Elop | 9 April 2024 > 9 April 2024        | <b>Air France</b>        | Habsheim > Strasbourg > Paris > Tel Aviv     | 1        |
|                             | Effbe > Elbit Systems Electro-Optics Elop | 3 December 2025 > 21 February 2026 | Lufthansa                | Habsheim > Strasbourg > Frankfurt > Tel Aviv | 4        |
| Cylindrical Roller Bearings | Timken Europe > Ashot Ashkelon            | 19 March 2024 > 11 May 2024        | ZIM AMBER<br>MSC LORETTA | Colmar > Antwerp > Haifa                     | 3        |
| Roller Bearings             | Timken Europe > Ashot Ashkelon            | 3 July 2024 > 24 July 2024         | ZIM AMERICA              | Colmar > Antwerp > Ashdod                    | 1        |
| Ball Bearings               | Timken Europe > Ashot Ashkelon            | 15 March 2025 > 24 March 2025      | MSC LORETTA              | Strasbourg > Antwerp > Ashdod                | 1        |
| Spherical Roller Bearing    | Timken Europe > Ashot Ashkelon            | 19 March 2025 > 2 April 2025       | MSC LAURA                | Colmar > Antwerp > Ashdod                    | 1        |

<sup>63</sup> [About](#), Ricor, (as of April 2026).

| Good Description          | Sender > Receiver                                   | Departure and Arrival Date            | Carrier                                                        | Route                                   | Quantity |
|---------------------------|-----------------------------------------------------|---------------------------------------|----------------------------------------------------------------|-----------------------------------------|----------|
| Tapered Roller Bearings   | Timken Europe > Ashot Ashkelon                      | 15 April 2025 > 17 July 2025          | ZIM<br>AMERICA<br>MSC<br>LORETTA<br>MSC<br>LAURA <sup>64</sup> | Colmar > Antwerp > Ashdod               | 4        |
| Axial Wheel Forging       | Forgeavia > Bet Shemesh Engines                     | 4 July 2024 > 5 September 2024        | El Al Israel                                                   | Biesles > Strasbourg > Paris > Tel Aviv | 3        |
| Frame                     | CIMULEC > Elbit Systems Ltd (Karmiel)               | 19 October 2023 > 9 June 2024         | El Al Israel                                                   | Ennenry > Strasbourg > Paris > Tel Aviv | 6        |
|                           | CIMULEC > Elbit Systems C4I And Cyber               | 26 October 2023 > 5 September 2024    | El Al Israel                                                   | Ennenry > Strasbourg > Paris > Tel Aviv | 18       |
|                           | CIMULEC > Elbit Systems Land and C4I                | 22 November 2023 > 7 December 2023    | El Al Israel                                                   | Ennenry > Strasbourg > Paris > Tel Aviv | 3        |
| Connectors                | Amphenol Air LB > Elbit Systems Ltd (Karmiel)       | 19 October 2023 > 29 December 2024    | El Al Israel                                                   | Carignan > Paris > Tel Aviv             | 32       |
|                           | Amphenol Air LB > Elbit Systems EW & SIGINT - Elira | 26 October 2023 > 30 January 2025     | El Al Israel                                                   | Carignan > Paris > Tel Aviv             | 11       |
|                           | Carignan > Paris > Tel Aviv                         | 26 September 2024 > 26 September 2024 | El Al Israel                                                   | Carignan > Paris > Tel Aviv             | 1        |
| Spare Parts               | Amphenol Air LB > Elbit Systems EW & SIGINT         | 8 December 2024 > 9 February 2025     | El Al Israel                                                   | Carignan > Paris > Tel Aviv             | 2        |
|                           | Amphenol Air LB > Elbit Systems - Cyclone           | 16 January 2025 > 9 February 2025     | El Al Israel                                                   | Carignan > Paris > Tel Aviv             | 3        |
| Sealed Female Module      | Amphenol Air LB > Elbit Systems - Cyclone           | 8 December 2024 > 8 December 2024     | El Al Israel                                                   | Carignan > Paris > Tel Aviv             | 1        |
| Connectors Parts          | Amphenol Air LB > Elbit Systems - Cyclone           | 23 January 2025 > 23 January 2025     | El Al Israel                                                   | Carignan > Paris > Tel Aviv             | 1        |
|                           | Amphenol Air LB > Elbit Systems Ltd (Haifa)         | 17 August 2025 > 25 August 2025       | El Al Israel                                                   | Carignan > Paris > Tel Aviv             | 1        |
| Total amount of Shipments |                                                     |                                       |                                                                |                                         | 160      |

Table 8. **Grand Est shipments to Elbit Systems facilities and other defence and engine parts manufacturers from October 2023 to February 2026.**

Effbe France has been sending more than 68 shipments of “shock absorbers” from October 2023 to February 2026 with shipments going to Elbit Systems subdivisions nearly every week until December 2024, and are still ongoing as of February 2026. Effe France is an enterprise specializing in the design and production of industrial membranes for all sectors, and – under the GAMMA

<sup>64</sup> Flemish authorities inspected the MSC container, but did not take action.

brand – the design and manufacturing of high-tech shock absorbers and anti-vibration systems for navigation, defense, aerospace, aeronautics, and transport equipment.<sup>65</sup> As shipments are going to Elbit Systems Electro-Optics Elop and C4I And Cyber, these absorbers would be used for critical stabilization components within Elop's precision targeting and navigation systems, as well as within C4I & Cyber's vehicle-mounted and mast-mounted surveillance systems.<sup>66,67,68</sup>

Timken is a provider of engineered bearings and industrial motion solutions.<sup>69</sup> In the defence industry, Timken offers bearing inspection, reconditioning and engineering to military fleets, but also provides different types of precision bearings (cylindrical, tapered, spherical).<sup>70,71</sup> Shipments of bearings are going to Ashot Ashkelon Industries, a key supplier of transmission systems for Israel's Merkava tanks and Namer armoured vehicles, both actively used in the genocide.<sup>72,73</sup> Ashot is the sole provider of transmission units for the Merkava tank, Israel's main tank and the one used to kill 6-year-old Hind Rajab, her family, and the ambulance crew who tried to save her.<sup>74</sup>

Forgeavia design and manufacture forged and machined safety parts for the aeronautics, rail, and defence industries.<sup>75</sup> "Axial Wheel Forgings" are going to Bet Shemesh Engines, a company specializing in the manufacturing of engine parts, their maintenance, repair and overhaul.<sup>76</sup> Major customers include the Israeli Minister of Defense and Safran.<sup>77</sup>

CIMULEC is a manufacturer of printed circuit boards supplying the military, aeronautics and microwaves frequency sectors.<sup>78</sup> The 27 shipments are going to Elbit Systems facilities specializing in C4I, and thus CIMULEC's "frames" will serve as the core electronic backbone inside military computing, communications, and networking systems for command posts, tanks and guns, APCs, or even Joint Light Tactical Vehicles.<sup>79</sup>

Amphenol Air LB produces and markets a range of interconnect solutions, connectors and fixing accessories.<sup>80</sup> It offers connectors and attachment systems for military applications such as: military aircrafts, helicopters, UAVs, missiles, radars, armored vehicles and tanks.<sup>81</sup> Connectors are used typically for avionics control, power, signal distribution and sensors which match the different Elbit Systems's plant roles.

65 [EFFBE France](#), EFFBE Gamma, (as of April 2026).

66 [Biconical and ring shape shock absorbers](#), EFFBE Gamma, (as of April 2026).

67 [Shock absorbers for light loads](#), EFFBE Gamma, (as of April 2026).

68 [Safety-type diaphragm shock absorbers](#), EFFBE Gamma, (as of April 2026).

69 [About](#), Timken, (as of April 2026).

70 [Timken Precision Bearings](#), Timken, (as of April 2026).

71 [Aerospace Bearing Repair](#), Timken, (as of April 2026).

72 [Flemish authorities inspect controversial container bound for Israeli defence firm](#), *Belga News Agency*, 7 June 2025.

73 [Advanced manufacturing and the turnkey solutions for the international aerospace industry](#), Ashot Ashkelon Industries, 2019, p.2

74 [From Antwerp to Ashkelon: No Harbour for Genocide](#), BDS National Committee, 3 July 2025

75 [About Us](#), Forgeavia, (as of April 2026).

76 [About Us](#), Bet Shemesh Engines, (as of April 2026).

77 *Ibid.*

78 [The Group](#), Cimulec, (as of April 2026).

79 [Beyond Armor Lies the Power of Tactical Computing](#), Elbit Systems (Archived), 6 November 2024.

80 [Company overview](#), Amphenol Air LB, (as of April 2026).

81 [Angled bracket with Sealed module 00111510102 #22 Cadmium plated steel](#), Amphenol Air LB, (as of April 2026).

## OCCITANIA

The following table details 5 air shipments from Thales, MAP SPACE COATINGS, and Liebherr-Aerospace to different Elbit Systems facilities from December 2023 until March 2026. Shipments were transported by truck from Toulouse to Paris Charles de Gaulle airport before being onboarded onto cargo planes.

| Good Description          | Sender > Receiver                                       | Departure and Arrival Date          | Carrier            | Route                                         | Quantity |
|---------------------------|---------------------------------------------------------|-------------------------------------|--------------------|-----------------------------------------------|----------|
| Integration Kit           | Thales Land and Air Systems > Semiconductor Devices Ltd | 25 December 2023 > 31 December 2023 | El Al Israel       | Blagnac > Toulouse > Paris > Tel Aviv         | 1        |
| Paint                     | MAP SPACE COATINGS > Elbit Security Systems             | 17 May 2024 > 19 May 2024           | Challenge Airlines | Mazeres > Toulouse > Paris > Liege > Tel Aviv | 1        |
| O-RINGS                   | Liebherr-Aerospace > Elbit Systems EW & SIGINT - Elisra | 13 February 2026 > 27 March 2026    | El Al Israel       | Toulouse > Paris > Tel Aviv                   | 2        |
| O-RINGS                   | Liebherr-Aerospace > Elbit Systems UAS (Holon)          | 26 March 2026 > 27 March 2026       | El Al Israel       | Toulouse > Paris > Tel Aviv                   | 1        |
| Total amount of Shipments |                                                         |                                     |                    |                                               | 5        |

Table 9. **Shipments from Occitania to different Elbit Systems's subdivisions from December 2023 to March 2026.**

Thales Land and Air Systems' Blagnac facility specializes in the manufacturing of navigation aids, optical and photographic equipment as well as magnetic and optical media.<sup>82</sup> An "integration kit" contains the necessary mechanical and electrical components to seamlessly connect onto a platform (vehicle, aircraft, weapons system) ensuring all components function together.<sup>83,84</sup> The integration kit here would be used in electro-optical/infrared (EO/IR) systems for surveillance or targeting systems used in tactical UAV mini payloads, armored vehicle sights, sniper thermal weapon sights, and perimeter security sensors.<sup>85,86</sup>

Map Space Coatings develops, manufactures, and applies surface coatings to equipment used in satellites, launch systems, and civil and military aircraft.<sup>87</sup> Going to Elbit Security Systems, who operates in electro-optic surveillance systems, aviation and other transportation security systems, the paint would be used in aircrafts used for surveillance.

Liebherr-Aerospace develops, manufactures and services aircraft flight control and actuation systems, landing gear, air management systems, on-board electronics as well as gears and

82 [Établissement THALES LAS FRANCE SAS à BLAGNAC](#), L'annuaire des entreprises, (as of April 2026).

83 [RF Over Fibre \(RfF\) Real Time Applications: Part 1 – The CEMA/EMSO RfF Vehicle Integration Kit \(VIK\)](#), PPM Systems, (as of April 2026).

84 [Arnold Defense teams with MSI Defense Solutions® as an integration partner to deliver FLETCHER](#), Arnold Defense, (2 February 2026).

85 [SCD Introduces Three Advanced IR Detectors for a Variety of Electro-Optic Applications](#), Defesanet, 21 March 2016.

86 [Sparrow-Blackbird 640 MWIR sensor](#), Imaging & Machine Vision Europe, (as of April 2026).

87 [Map Space Coatings se réorganise et revoit sa stratégie](#), Le Journal des Entreprises, 24 September 2024.

gearboxes for the aerospace industry.<sup>88</sup> In the context of Elbit Systems-Elisra, O-rings are being supplied for use in cooling systems, air management systems, and hydraulic actuation systems – either as part of Elbit's electronic warfare equipment, or as spares for special mission aircraft platforms they integrate onto.<sup>89</sup>

## PAYS DE LA LOIRE

The following table outlines 25 shipments of radar and electronic components from French manufacturers, near Rennes and Le Mans, to different Elbit Systems divisions from November 2023 to December 2025. Shipments usually leave the manufacturers by truck for CDG to then take a cargo flight to Israel.

| Good Description          | Sender > Receiver                        | Departure and Arrival Date          | Carrier      | Route                              | Quantity |
|---------------------------|------------------------------------------|-------------------------------------|--------------|------------------------------------|----------|
| Resistors                 | Vishay MCB > Elbit Systems Ltd (Karmiel) | 12 November 2023 > 5 October 2025   | El Al Israel | Château Gontier > Paris > Tel Aviv | 19       |
| Radar Parts               | Thales SIX GTS > Elbit Systems – UAS     | 5 September 2024 > 5 September 2024 | El Al Israel | Laval > Paris > Tel Aviv           | 1        |
| Resistors                 | Vishay MCB > Elbit Systems – Cyclone     | 2 February 2025 > 23 March 2025     | El Al Israel | Château Gontier > Paris > Tel Aviv | 5        |
| Connectors                | Souriau > Elbit Systems Ltd (Karmiel)    | 14 August 2025 > 15 August 2025     | El Al Israel | Champagne > Paris > Tel Aviv       | 2        |
| Connectors                | Souriau > Elbit Systems Land             | 30 November 2025 > 1 December 2025  | El Al Israel | Champagne > Paris > Tel Aviv       | 1        |
| Total amount of Shipments |                                          |                                     |              |                                    | 28       |

Table 10. **Pays de la Loire shipments to Elbit Systems facilities from November 2023 until December 2025.**

Vishay MCB Industries manufactures position sensors and resistors.<sup>90</sup> In the avionics, military and space market, Vishay tailors its resistors and sensors for airborne satellites and GPS systems, flight control computers, cockpit panels, braking systems, UAVs (unmanned aerial vehicles), drones, missiles, and more.<sup>91</sup> In this case, “resistors” are going to Elbit Systems facilities in Karmiel and could be used for aircraft flight control and navigation systems, military vehicle targeting and autonomous systems such as UAVs.<sup>92</sup>

Thales SIX GTS specializes in secure, interoperable information and telecommunications systems to armed forces, security forces, and critical infrastructure operators, covering radio communications, networks, protection systems, critical information systems, and cybersecurity.<sup>93</sup> Since the receiver of these “radar parts” being the UAS division of Elbit Systems, these components would be used in drone applications to detect, identify, locate, track, and neutralize “threats”.<sup>94</sup>

88 [LIEBHERR AEROSPACE](#), European aviation maintenance training committee, (as of April 2026).

89 [We are ready for defense!](#), Liebherr Aerospace, (as of April 2026).

90 [Brands- VISHAY MBC](#), Vishay, (as of April 2026).

91 [Avionics, Military, Space](#), Vishay, (as of April 2026).

92 [AMS \(Avionics, Military, And Space\)](#), Vishay, (as of April 2026).

93 [Thales SIX-GTS](#), CFE CCC Métallurgie, (as of April 2026).

94 [Unmanned Aerial Systems](#), Elbit Systems, (as of April 2026).

Connectors from Souriau (now Eaton) are designed to create an electrical connection between parts of an electrical circuit, or between different electrical circuits anywhere within vehicles.<sup>95</sup>

## BRITTANY

The following table details 3 shipments of emergency locator transmitters from Safran to Elbit Systems in 2024. Shipments were transported by trucks from Guidel to Paris CDG before taking a flight to Liege before landing in Tel Aviv.

| Good Description          | Sender > Receiver                                                  | Departure and Arrival Date     | Carrier      | Route                             | Quantity |
|---------------------------|--------------------------------------------------------------------|--------------------------------|--------------|-----------------------------------|----------|
| Sarbe Battery Pack G2r    | Safran Electronics & Defense Beacons > Elbit Systems Ltd (Rehovot) | 23 February 2024 > 5 July 2024 | El Al Israel | Guidel > Paris > Liege > Tel Aviv | 3        |
| Total amount of Shipments |                                                                    |                                |              |                                   | 3        |

Table 11. **Shipments from Brittany to Elbit Systems in Rehovot in 2024.**

Safran's Sabre Battery Pack G2R refers to navigation and sensor components used as emergency locator transmitters inside aircrafts and helicopters, or within aircrew clothing. They are used for covert operation and signal distress calls using emergency beacons.<sup>96</sup> These are used by the Israeli military when doing ground invasions in Gaza and South Lebanon.

## HAUTS-DE-FRANCE

This table details 31 shipments from Amiens. It exposes electromechanical, hardware and mechanical components from Hutchison to Elbit Systems - Cyclone from October 2023 until July 2025. Shipments left by road from Amiens to Paris before taking a cargo flight to Israel.

| Good Description      | Sender > Receiver                    | Departure and Arrival Date        | Carrier      | Route                     | Quantity |
|-----------------------|--------------------------------------|-----------------------------------|--------------|---------------------------|----------|
| Connectors            | Hutchinson > Elbit Systems - Cyclone | 17 October 2023 > 19 October 2023 | El Al Israel | Amiens > Paris > Tel Aviv | 1        |
| Spare Parts           | Hutchinson > Elbit Systems - Cyclone | 26 October 2023 > 29 July 2025    | El Al Israel | Amiens > Paris > Tel Aviv | 9        |
| Plastic Spare Parts   | Hutchinson > Elbit Systems - Cyclone | 8 February 2024 > 22 August 2024  | El Al Israel | Amiens > Paris > Tel Aviv | 7        |
| Connector Spare Parts | Hutchinson > Elbit Systems - Cyclone | 4 May 2024 > 24 October 2024      | El Al Israel | Amiens > Paris > Tel Aviv | 3        |
| Aircraft Parts        | Hutchinson > Elbit Systems - Cyclone | 26 May 2024 > 14 July 2024        | El Al Israel | Amiens > Paris > Tel Aviv | 3        |
| Rubber Seals          | Hutchinson > Elbit Systems - Cyclone | 9 January 2025 > 6 March 2025     | El Al Israel | Amiens > Paris > Tel Aviv | 3        |

<sup>95</sup> [Connectors](#), Eaton, (as of April 2026).

<sup>96</sup> [SARBE G2R ELT EVO Emergency Locator Transmitter](#), Safran, (as of April 2026).

| Good Description          | Sender > Receiver                    | Departure and Arrival Date      | Carrier      | Route                     | Quantity |
|---------------------------|--------------------------------------|---------------------------------|--------------|---------------------------|----------|
| Connectors Parts          | Hutchinson > Elbit Systems - Cyclone | 20 February 2025 > 24 July 2025 | El Al Israel | Amiens > Paris > Tel Aviv | 4        |
| Valves/ Connectors Parts  | Hutchinson > Elbit Systems - Cyclone | 5 June 2025 > 5 June 2025       | El Al Israel | Amiens > Paris > Tel Aviv | 1        |
| Total amount of Shipments |                                      |                                 |              |                           | 31       |

Table 12. **Shipments near Amiens to Elbit Systems Cyclone from October 2023 to July 2025.**

Hutchinson manufactures complete systems for the Aerospace & Defense industries.<sup>97</sup> It specializes in aerostructures, fluid management, cabin insulation, and protection in extreme conditions.<sup>98</sup> These components encompass electrical interconnect components (Connectors, Connector Spare Parts, Connectors Parts), sealing and fluid control components (Rubber Seals, Valves/Connectors Parts), aircraft parts, and general maintenance and replacement items (Spare Parts, Plastic Spare Parts), all of which are essential for the assembly, integration, and sustainment of military electronics, vehicles, and environmental control systems.

### **Upper France**

The following table details shipments of mineral and synthetic hydraulic fluids and oils used for military purposes. Shipments are located in cities near Calais and Roubaix from October 2023 to February 2025, and left by truck for the Port of Antwerp sailing for the Port of Haifa and Ashdod.

| Good Description                                                                       | Sender > Receiver                                                  | Departure and Arrival Date             | Carrier        | Route                          |
|----------------------------------------------------------------------------------------|--------------------------------------------------------------------|----------------------------------------|----------------|--------------------------------|
| Magnesium Carbonate<br>Calcium Carbonate                                               | SCORA > IMCD Israel<br>Speciality Chemicals and<br>Ingredients Ltd | 27 October 2023 ><br>6 November 2023   | ZIM<br>ALABAMA | Caffiers > Antwerp ><br>Ashdod |
| Helicopter Gear Oil <sup>99</sup>                                                      | NYCO > Bluegen Ltd                                                 | 22 December 2023<br>> 6 January 2023   | ZIM VIETNAM    | Roncq > Antwerp > Haifa        |
| Hydraulic Fluid For<br>Armored Vehicles<br>And Tank Recoil<br>Mechanism <sup>100</sup> | NYCO > Bluegen Ltd                                                 | 30 January 2024 ><br>13 February 2024  | ZIM VIETNAM    | Roncq > Antwerp ><br>Ashdod    |
| Engine Oil For Military<br>Applications <sup>101</sup>                                 | NYCO > Bluegen Ltd                                                 | 17 February 2024 ><br>28 February 2024 | MSC<br>LORETTA | Roncq > Antwerp > Haifa        |
| Fluid for Small<br>and Large Calibre<br>Weapons <sup>102</sup>                         | NYCO > Bluegen Ltd                                                 | 27 February 2024 ><br>11 March 2024    | MSC LAURA      | Roncq > Antwerp ><br>Ashdod    |
| Helicopter Gear Oil                                                                    |                                                                    |                                        |                |                                |
| Engine Oil For Military<br>Applications                                                | NYCO > Bluegen Ltd                                                 | 20 June 2024 ><br>29 June 2024         | ZIM VIETNAM    | Halluin > Antwerp ><br>Ashdod  |

97 [About us](#), Hutchinson, (as of April 2026).

98 [Aerospace & Defense](#), Hutchinson, (as of April 2026).

99 [NYCOLUBE 3525](#), Silmid (as of April 2026).

100 [HYDRAUNYCOIL FH 3](#), NYCO, (as of April 2026).

101 [NYCOLUBE 294](#), NYCO, (as of April 2026).

102 [NYCOLUBE 127 CLP BIO](#), NYCO, (as of April 2026).

| Good Description                                                                                                | Sender > Receiver              | Departure and Arrival Date        | Carrier     | Route                      |
|-----------------------------------------------------------------------------------------------------------------|--------------------------------|-----------------------------------|-------------|----------------------------|
| Hydraulic Fluid For Armored Vehicles And Tank Recoil Mechanism<br><br>Fluid for Small and Large Calibre Weapons | NYCO > Bluegen Ltd Operational | 24 January 2025 > 8 February 2025 | MSC MOMBASA | Halluin > Antwerp > Ashdod |
| Total amount of Shipments                                                                                       |                                |                                   |             | 8                          |

Table 13. **Shipments from Northern France to Israeli chemical industries involved in the military sector from October 2023 to February 2025.**

The different hydraulic fluid and engine oils NYCO sent to Bluegen are used to sustain and maintain the different weapons, armored vehicles, tanks and helicopters used by the Israeli military to improve performance and longevity of the vehicles.

SCORA is part of the ICL group, a mineral based manufacturer who also manufactures white phosphorus ammunition, which the Israeli military has been using against Palestinians and in Lebanon.<sup>103, 104</sup>

## Facilities Involved in the Supply-Chain of Military Cargo

A particularity of this report is French manufacturers ties to Elbit Systems. Indeed, of the 525 shipments exposed, 481 (92%) are sent to an Elbit Systems facility in Israel. This showcases a direct link between Israel's biggest defence manufacturer and French manufacturers despite the Ministry of Armed Forces June 2025 claims that "France does not sell weapons to Israel."<sup>105</sup>

### Elbit Systems Facilities involved with French Manufacturers

Elbit Systems is Israel's biggest and leading defence contractor.<sup>106</sup> They develop and supply products for naval, land and airborne systems mostly for military and homeland applications. Elbit Systems is one of the Israeli military's primary weapons suppliers<sup>107</sup> and has strategic partnership with the Ministry of Defense and the Israeli military.<sup>108</sup> Over the past three years, they have profited from the War on Gaza with their revenue rising by 16% to \$7.9 billion in 2025, and are actively contributing to the War in Iran.<sup>109</sup>

Shipments from France to Israel were identified as going primarily to 16 different plants:

- **Elbit Systems - Cyclone (Karmiel):** Specializes in the design and manufacturing center for composite and metal aircraft structural assemblies and subassemblies. It is involved

<sup>103</sup> [St. Louis residents fight expansion of Israeli minerals company tied to Gaza genocide](#), *Prism*, 28 August 2025.

<sup>104</sup> [A Closer Look at Israeli Company ICL](#), *ASEED*, 14 October 2025.

<sup>105</sup> [Sébastien Lecornu déclassifie un document pour prouver que la France ne livre pas d'armes à Israël](#), *Ouest France*, 11 June 2025.

<sup>106</sup> [About Us](#), Elbit Systems, (as of April 2026).

<sup>107</sup> [The \\$2.3 billion mystery arms deal Israel won't explain](#), *CTech*, 15 December 2025.

<sup>108</sup> [Elbit Systems Secures Over 100 Million Contracts To Advance Digital Warfare And Border Defense Capabilities For The Israel Ministry Of Defense](#), Elbit Systems, 9 February 2026.

<sup>109</sup> [Israel's Elbit Systems sees further growth from Iran war](#), *Reuters*, 17 March 2026.

in programs including the F-15, F-16 and F-35.<sup>110</sup> Partnerships include Lockheed Martin, Boeing, IAI, Northrop Grumman.

- **Elbit Systems - Electro-Optics Elop (Rehovot):** Manufactures electronic components such as antennas, switches, and waveguides, as well as high-performance thermal imaging systems, laser rangefinders, and advanced surveillance solutions.<sup>111, 112</sup>
- **Elbit Systems Ltd (Haifa, Karmiel, Rehovot):** Headquarters situated in Haifa. The three facilities oversee a diverse range of portfolios.
- **Elbit Systems Land (Yokneam):** Enabling electromagnetic spectrum dominance, enhancing tactical mobility, improving situational awareness, and precision strike capabilities. Specializes in ammunition, infantry, weapons systems and munitions, combat vehicle systems.<sup>113</sup>
- **Elbit Systems C4I and Cyber (Holon):** Radio systems, command and control systems, as well as being contracted by the Israeli military for digital warfare and artificial intelligence for technological advantage on the battlefield.<sup>114, 115</sup>
- **Elbit Systems EW & SIGINT - Elisra (Holon):** Electronic Warfare and Signal Intelligence. Manufacture electronic systems and integrated multi-function assemblies and subassemblies for the defense and space markets (EW, radars & missiles).<sup>116</sup>
- **Elbit Systems UAS Division (Rehovot, Karmiel, Haifa, Holon):** Specializes in the manufacturing of Unmanned Aerial Systems such as the Hermes 900.<sup>117</sup> Provides air vehicle and mission system design and production, communications, sensors and other systems, integration and program management capabilities. Elbit's UAS are the backbone of the Israel Defense Forces.<sup>118</sup>
- **Elbit Systems Land C4I (Netanya):** Integrating command and control platforms, advanced communication systems, imaging technologies, and soldier equipment. Enables multi-range, real-time intelligence collection through day and night observation, target detection, radar, and force identification capabilities.<sup>119</sup>
- **Elbit Security Systems (Sderot, Qiryat):** Operates mainly in the fields of homeland security, electro-optic surveillance systems, E-fences, border and coastal integrated security systems, aviation security systems, airport security systems, other transportation security systems and strategic perimeter sites.<sup>120</sup>
- **Elbit Systems BMD and Land EW (Holon):** Ballistic Missile Defense and Electronic Warfare plant.<sup>121</sup>
- **IMI Systems (Ramat Hasharon):** Previously Israel Military Industries, it became a subsidiary of Elbit and functions as a manufacturer of end-to-end combat solutions and technologies (infantry firearms, ground force ammunition, rockets, artillery systems and

110 [Cyclone](#), Elbit Systems, (as of April 2026).

111 [Elbit Systems Electro-Optics Elop Ltd](#), Bloomberg, (as of April 2026).

112 [Elbit Systems Electro-Optics Elop Ltd](#), Ditchcarbon, (as of April 2026).

113 [Land Warfare Solutions](#), Elbit Systems, (as of April 2026).

114 [Elbit Systems Reports Fourth Quarter and Full Year 2025 Results](#), Elbit Systems, 17 March 2026.

115 [Elbit Systems Secures Over \\$100 Million in Contracts to Advance Digital Warfare and Border Defense Capabilities for the Israel Ministry of Defense](#), Elbit Systems, 9 February 2026.

116 [Microwave Multi-Function Assemblies](#), Elbit Systems, (as of April 2026).

117 [Elbit Systems Ltd \(ISTAR UAV DIVISION\) Unmanned Aerial Systems](#), Guardian Defense & Homeland Security, (as of April 2026).

118 [Elbit Systems UAV's](#), Elbit Systems, (as of April 2026).

119 [Land C4ISR](#), Elbit Systems, (as of April 2026).

120 [ELBIT SYSTEMS LTD.](#), United States Securities And Exchange Commission, 31 December 2010.

121 [BMD](#), Elbit Systems, 2018.

precision ordnance) for the land, air, naval and cyber.<sup>122</sup>

- **SCD (Leshem):** Semiconductor Devices Ltd. Equally owned by Elbit Systems and Rafael Advanced Defense Systems. Develops and manufactures cooled and uncooled IR detectors for thermal imaging equipment and laser diodes used in defense and commercial applications.<sup>123</sup>

The other manufacturers involved in this report pertain to different defence manufacturers, aviation and aerospace component manufacturing, jet engine parts, the electro-mechanical industries, optronics, and chemical industries. These manufacturers were explored in more detail under the correspondent tables.

## Part 2: Charles De Gaulle Airport's Role in Transiting Military Cargo from the U.S. to Israel via FedEx

Beyond its role as a direct supplier of military goods to Israel defence manufacturers, France actively enables the United States' arming of Israel by permitting weapons shipments to transit through its territory. This is achieved through the use of French airspace and airports, particularly in Paris, by the American cargo airline FedEx, effectively integrating France into the logistical network supporting the genocide in Gaza and the Israeli military.

This portion of the analysis exposes **Roissy-Charles de Gaulle's airport (CDG) role in facilitating the transit of military cargo to Israel.** More specifically, FedEx European Hub in Roissy-Charles de Gaulle as a key node of the logistic chain **transporting military aircraft cargo supplied by Lockheed Martin to the Israeli Air Force.**

**This further demonstrates how CDG's airport not only facilitates the shipments of French cargo going to Israeli defence manufacturers, as seen in the first section, but is also a key actor in the transit of U.S. military cargo from North America to Israel.**

Between 4 April 2025 and 25 October 2025, **more than 117 shipments left different Lockheed Martin facilities and airbases in the U.S. for Israel, with the majority (79%) going to Nevatim Airbase.** Whereas the rest of shipments exposed only mentioned Tel Aviv as the destination, it is more than possible the other 21% were destined to Nevatim, due to the sender's addresses being related to the military industry, and FedEx's willingness to hide crucial and incriminating information such as the end receiver.

**This section only offers a small picture of CDG's role in the transit of military cargo, as the shipments of military aircraft components are part of a long-standing supply chain that existed prior to this date.**

<sup>122</sup> [Elbit completes NIS 1.8b. purchase of state-owned IMI weapons manufacturer](#), *The Times of Israel*, 25 November 2018.

<sup>123</sup> [ELBIT SYSTEMS LTD.](#), United States Securities And Exchange Commission, 31 December 2010.

## FedEx's Role In Paris: An European Hub Facilitating Military Cargo to Nevatim

FedEx Corporation operates as an umbrella organization with multiple subsidiaries,<sup>124</sup> one of which is FedEx Express: a cargo airline with its headquarters in Memphis, Tennessee,<sup>125</sup> where its 'World Hub' is also located.<sup>126</sup> Every shipment in the following table stopped in the Memphis 'World Hub' before having their first European stop either at Charles de Gaulle or Cologne Bonn airport.

CDG's role in facilitating military cargo to Israel is key as the site is one of the largest air hubs in the FedEx network,<sup>127</sup> the largest FedEx site in the world outside the U.S.,<sup>128</sup> and the main one in Europe.<sup>129</sup>

**Analysis of export data confirms Paris' airport role as a key facilitator of lethal fighter jet components used by the Israeli military.** Being located in the vicinity of CDG's airport, FedEx Express operates its own customs clearance procedures for international shipments, meaning cargo do not go through the same regulatory process as other shipments within the same airport.<sup>130</sup>

### DLA/FedEx Premium Service

FedEx is deeply connected with the Defense Logistics Agency (DLA), the Department of Defense's (DOD) logistics combat support agency.<sup>131</sup> Indeed, DLA, as the main logistic body for the DOD, is responsible for the F-35 Supply Chain Integration Program whose mission is to improve how the supply chain for the F-35 operates.<sup>132</sup> This is achieved through collaboration between the Defense Logistics Agency and industry partners such as FedEx.

DLA executes its F-35 sustainment mission by storing retail parts at six DLA Distribution warehouses, which are strategically positioned at Air Force and Navy industrial sites. Additionally, two DLA Distribution centers support global wholesale demands for the F-35 jet and propulsion systems by maintaining parts inventory allocated to the F-35 Global Spares Pool (GSP), thereby ensuring the continued availability of critical components across the international supply chain.<sup>133</sup> The GSP is responsible for over 860 F-35s across 16 countries, including Israel.<sup>134</sup> The scale of this sustainment program is reflected in the various routes shown in **Table 14**. Each city represents a sender: one of Lockheed Martin's facilities, or one of the DLA's distribution centers located at Air Force and Navy industrial sites.

<sup>124</sup> [Company structure and facts](#), FedEx, (as of April 2026).

<sup>125</sup> Ibid.

<sup>126</sup> [For its 25th anniversary, the FedEx European Hub at Roissy-Charles de Gaulle consolidates its infrastructure](#), FedEx, 3 December 2024

<sup>127</sup> Ibid.

<sup>128</sup> [FedEx Paris-Charles de Gaulle \(CDG\)](#), FedEx Express, September 2019

<sup>129</sup> [Liège Airport is FedEx's strong secondary hub in Europe](#), Cargo Forwarder Global, 27 July 2025

<sup>130</sup> [FedEx Express: Comprehensive Services, Benefits, and Shipping Tips](#), Reship, (as of April 2026).

<sup>131</sup> [Defense Logistics Agency](#), DLA, (as of April 2026).

<sup>132</sup> [DLA expanding DOD visibility of F-35 supply chain](#), DLA, 17 November 2022.

<sup>133</sup> Ibid.

<sup>134</sup> Ibid.

DLA Distribution's role also extends to being the service provider responsible for all warehousing on the North American continent, a designation made by the F-35 Joint Program Office itself.<sup>135</sup> Since 2019, the DLA Distribution San Joaquin depot, the second largest in the DLA distribution network, holds the designation as the Wholesale Air Vehicle Storage and Distribution location for F-35 Lightning II aircraft parts.<sup>136</sup> F-35 sustainment operates under a contractor logistics support model, which assigns commercial industry the responsibility for ensuring that systems are ready for operation when and where the military services require them.<sup>137</sup>

Although there is little information about this partnership, in the 20th century, DLA and FedEx formed a partnership called DLA/FedEx Premium Service.<sup>138</sup> The DLA Premium Service represents a distinctive operational capability within the Department of Defense, as it is the only DoD warehousing activity co-located with and managed by a commercial express transportation carrier at FedEx's primary sorting hub in Memphis, Tennessee. This configuration would allow various DLA customers—including the Military Services and Other Government Agencies—to pre-position material at the Memphis facility, thereby enabling expedited delivery to destinations worldwide.<sup>139</sup>

Federal Express, operating in Memphis, Tennessee, provides a comprehensive suite of logistics services on behalf of the Defense Logistics Agency. These services would encompass the receiving, storage, and real-time inventory management of materiel, ensuring continuous visibility of service stock.<sup>140</sup> The facility would also perform the picking and packing of items to facilitate immediate delivery, with the capability to guarantee shipment to continental U.S. and locations outside continental U.S. units within 48 hours. In the past, the operation would include a worldwide express delivery service to Geographic Combatant Commands, thereby offering critical logistical support to component forces engaged in the U.S.'s so-called "Global War on Terrorism."<sup>141</sup>

## About the F-35s

The F-35 Lightning II fighter jet produced by Lockheed Martin is a key combat jet which has played a crucial role in Israel's strikes in Gaza, Lebanon, and the ongoing war against Iran.<sup>142</sup> The F-35 is a multi-role fighter capable of conducting air-to-air, ground-attack, surveillance, and reconnaissance missions. Its design incorporates radar-absorbing paint and materials to evade detection, allowing the aircraft to deploy a deadly array of bombs, cluster munitions, and precision-guided missiles from up to 400 kilometers away without being seen.<sup>143</sup> As of March 2026, the aircraft has been employed extensively by both the United States and Israel in over 3,000 strikes targeting Iran.

<sup>135</sup> [First shipment of F-35 Lightning II aircraft material arrives at San Joaquin](#), DLA (Archived), 23 February 2021.

<sup>136</sup> [First shipment of F-35 Lightning II aircraft material arrives at San Joaquin](#), DLA (Archived), 23 February 2021.

<sup>137</sup> Ibid.

<sup>138</sup> [DLA/FedEx Premium Service Effects On Defense Distribution Inventories And Shipments](#), Naval Postgraduate School, March 2006.

<sup>139</sup> Ibid.

<sup>140</sup> Ibid.

<sup>141</sup> Ibid.

<sup>142</sup> ['An almost invisible fighter': The stealth jet striking Iran](#), *EuroNews*, 9 March 2026.

<sup>143</sup> Ibid.

While the precise number of strikes involving the F-35I remains undisclosed, the scale of destruction in Gaza strongly implies its extensive use. This assumption is supported by reported metrics, including over 11,100 total strikes, 15,000 Israeli flight hours,<sup>144</sup> and the high volume of 1,000- and 2,000-pound U.S.-supplied munitions used in Gaza,<sup>145</sup> which align with the F-35I's known capabilities and its confirmed deployment in specific cases, such as the 2024 Al-Mawasi strike.<sup>146</sup>

**Nevatim Airbase**

79% (93/117) of the shipments exposed in this section list the final destination as Nevatim Air Base, one of the Israeli Air Force bases. The military base is home to Israel’s F-35I stealth fighter jets and is one of the most strategic Israeli military installations.<sup>147</sup> Therefore, it is highly probable that large-scale shipments of cargo transiting through CDG are military in nature and being used by the Israeli Air Force, directly linking the Parisian airport to the facilitation of genocide.

**It confirms that, while France has always refused to manufacture and use F-35s, it has no problem being responsible for the facilitation of Israel’s escalation of war and killings in the region.**

**Tracking Fighter Jets Components Transiting Through Charles de Gaulle**

**Table 14** exposes more than 117 shipments of fighter jet components made by Lockheed Martin using CDG’s airport as a transit point before going to Israel and, in most cases, Nevatim Air Base (79%).

It offers a small and limited snapshot over a 6 months period, revealing a continuous flow of components, from 4 April 2025 to 25 October 2025, through 30 different shipment routes.

Shipments include – but are not limited to – **components used in Electronic Warfare Systems, Electro-Optical Targeting System, the Gen III Helmet Mounted Display System, Hardware, and Safety Equipment.** Although a majority of these components possess dual-use characteristics and do not present an overt threat, it is critical to recognize that they are intended for the Israeli Air Force and constitute integral parts of the F-35, without which the aircraft and pilots would be incapable of performing its missions.

| Arrival to CDG | Flight Numbers | Departure from CDG | Flight Numbers | Good Descriptions                | Quantity | Shipments Route                                           |
|----------------|----------------|--------------------|----------------|----------------------------------|----------|-----------------------------------------------------------|
| 4 April 2025   | FX38           | 5 April 2025       | FX5024         | Parachute and Container Assembly | 2        | New Bern > Memphis > Paris > Cologne > Tel Aviv > Nevatim |

144 [Two years since 7 October: Israel’s forever wars across the Middle East](#), ACLED, 7 October 2025  
145 [Unprecedented Harm to Civilians in Gaza](#), Explosive Weapons Monitor, December 2023.  
146 [Survivors tell of al-Mawasi massacre horror](#), *The Electronic Intifada*, 17 July 2024.  
147 [How Will Strike On Nevatim Air Base Affect Israel’s Military Ops?](#), *Turkiye Today*, 7 October 2024.

| Arrival to CDG                   | Flight Numbers                   | Departure from CDG               | Flight Numbers    | Good Descriptions                                                                                                                                                                                                             | Quantity | Shipments Route                                                              |
|----------------------------------|----------------------------------|----------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------------------------------------------------------------------|
| 4 April 2025 > 12 April 2025     | FX5124<br>FX5026                 | 8 April 2025 > 13 April 2025     | By Land           | End Connector<br>Circuit Breaker Collars                                                                                                                                                                                      | 2        | Madison > Memphis > Paris > Cologne > Tel Aviv > Nevatim                     |
| 4 April 2025 > 6 September 2025  | FX10<br>FX38<br>FX5022<br>FX5026 | 5 April 2025 > 7 September 2025  | FX5024<br>By Land | Coupler/ Webbing/<br>Tork T30/ Right-Side<br>Mounting Bracket/<br>Adapter (2)/ Air Blow<br>Gun/ MKPL/(Drive<br>Ratchet/ Anchor Pin/<br>Filter Manifold)                                                                       | 9        | Fort Worth > Memphis > Paris > Cologne > Tel Aviv > Nevatim                  |
| 12 April 2025 > 16 April 2025    | FX5026<br>FX5046                 | 13 April 2025 > 16 April 2025    | FX5024            | Nutplate<br>Internal Adapter<br>Assembly (3)                                                                                                                                                                                  | 4        | North Las Vegas > Memphis > Newark > Paris > Cologne > Tel Aviv > Nevatim    |
| 12 April 2025 > 10 May 2025      | FX10<br>FX38                     | 13 April 2025 > 11 May 2025      | By Land           | Retaining Plate (2)<br>Bushing<br>Coaxial Cable                                                                                                                                                                               | 4        | Fairbanks > Anchorage > Memphis > Paris > Cologne > Tel Aviv > Nevatim       |
| 5 April 2025 > 13 September 2025 | FX10<br>FX38<br>FX5022<br>FX5026 | 6 April 2025 > 14 September 2025 | By Land           | Central Cover Headpad<br>Brake Control Module/<br>Valve/Washer (2)/<br>Handle/ EDU/ Wingtip<br>Lens/ Preformed<br>Packing/Screw (3)/<br>Bolt(6)/Adhesive/Ring/<br>Power Supply/Bushing/<br>Spark Igniter/Tube/<br>Circlip/Nut | 26       | Stockton > Oakland > Memphis > Paris > Cologne > Tel Aviv > Nevatim          |
| 12 April 2025 > 6 September 2025 | FX10<br>FX38<br>FX5092           | 13 April 2025 > 7 September 2025 | By Land           | Nutplate (2)<br>Tee/Ring/Wavy Clip<br>EWR Module                                                                                                                                                                              | 6        | Ogden > Memphis > Paris > Cologne > Tel Aviv > Nevatim                       |
| 12 April 2025 > 23 August 2025   | FX10<br>FX38                     | 13 April 2025 > 24 August 2025   | By Land           | Insert Assembly<br>Nut/Molded Seal<br>Back Shell/ Contact Pin                                                                                                                                                                 | 5        | Lancaster > Memphis > Paris > Cologne > Tel Aviv > Nevatim                   |
| 12 April 2025 > 11 October 2025  | FX10<br>FX38<br>FX5026           | 13 April 2025 > 12 October 2025  | FX5024<br>By Land | Fuel Tank Sealant (3)<br>Coating (2)/ Gap Filler) /<br>(Release Agent/<br>Adhesives)                                                                                                                                          | 7        | Fort Worth > Memphis > Paris > Cologne > Tel Aviv                            |
| 5 April 2025 > 25 October 2025   | FX10<br>FX38<br>FX5026           | 6 April 2025 > 26 October 2025   | FX4213<br>By Land | Coating Kit (4)<br>Adhesives<br>Fuel Tank Sealant (4)<br>Sealant (2)                                                                                                                                                          | 11       | Fort Worth > Memphis > Paris > Tel Aviv                                      |
| 26 April 2026<br>29 May 2025     | FX38<br>By Land                  | 17 May 2025 > 31 May 2025        | FX4213<br>FX5024  | Adhesives (2)<br>Coating (2)                                                                                                                                                                                                  | 4        | Fort Worth > Memphis > Cologne > Paris > Tel Aviv                            |
| 3 May 2025                       | FX10                             | 4 May 2025                       | By Land           | Nut                                                                                                                                                                                                                           | 1        | Phoenix > Memphis > Paris > Cologne > Tel Aviv > Nevatim                     |
| 7 May 2025 > 8 May 2025          | FX5046                           | 7 May 2025 > 8 May 2025          | FX5024            | Caster Kit<br>Duct Assembly                                                                                                                                                                                                   | 2        | Fort Worth > Memphis > Newark > Paris > Cologne > Tel Aviv > Nevatim         |
| 7 May 2025 > 9 May 2025          | FX5046                           | 7 May 2025 > 9 May 2025          | FX5024<br>By Land | Forward-Looking<br>Infrared(FLIR) IDCA<br>Screwdriver<br>Nut                                                                                                                                                                  | 3        | Stockton > Oakland > Memphis > Newark > Paris > Cologne > Tel Aviv > Nevatim |
| 10 May 2025                      | FX10                             | 11 May 2025                      | By Land           | Fire Barrier Grommet<br>Elastomeric Tape                                                                                                                                                                                      | 2        | Stockton > Oakland > Memphis > Paris > Cologne > Tel Aviv                    |
| 20 May 2025 > 29 May 2025        | FX5201                           | 20 May 2025 > 29 May 2025        | By Land           | Valve Assembly<br>Exhalation<br>Valve Assembly<br>Inhalation<br>LGG Assembly                                                                                                                                                  | 3        | Oklahoma City > Memphis > Stansted > Paris > Cologne > Tel Aviv > Nevatim    |

| Arrival to CDG                     | Flight Numbers    | Departure from CDG                 | Flight Numbers   | Good Descriptions                                                  | Quantity | Shipments Route                                                                   |
|------------------------------------|-------------------|------------------------------------|------------------|--------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|
| 31 May 2025 > 29 August 2025       | FX6092<br>By Land | 2 June 2025 > 1 September 2025     | FX4213<br>FX4393 | O-Ring<br>Worm Gear Clamp<br>Test-Set                              | 4        | Fort Worth > Memphis > Cologne > Paris > Tel Aviv > Nevatim                       |
| 31 May 2025                        | FX5026            | 1 June 2025                        | By Land          | Bushing                                                            | 1        | Fort Smith > Memphis > Cleveland > Memphis > Paris > Cologne > Tel Aviv > Nevatim |
| 31 May 2025 > 6 September 2025     | FX5026            | 1 June 2025 > 7 September 2025     | By Land          | MP3 Bolt<br>Throttle Grip<br>Packing                               | 3        | Panama City > Memphis > Paris > Cologne > Tel Aviv > Nevatim                      |
| 20 June 2025                       | FX5135            | 20 June 2025                       | FX97             | Filter Element Kit                                                 | 1        | Ogden > Memphis > Cologne > Paris > Liege > Tel Aviv                              |
| 9 August 2025                      | FX10              | 10 August 2025                     | FX4213           | Scribe                                                             | 1        | Stockton > Oakland > Memphis > Paris > Tel Aviv > Nevatim                         |
| 16 August 2025 > 13 September 2025 | FX38<br>FX5026    | 17 August 2025 > 14 September 2025 | By Land          | Gen III External Visor<br>Quick Disconnect<br>Connector<br>Lanyard | 3        | Oklahoma City > Memphis > Paris > Cologne > Tel Aviv > Nevatim                    |
| 23 August 2025                     | FX10              | 24 August 2025                     | By Land          | OBOGS Test-Set<br>Contact (2)<br>Molded Seal                       | 4        | Fallon > Reno > Memphis > Paris > Cologne > Tel Aviv > Nevatim                    |
| 23 August 2025                     | FX10              | 24 August 2025                     | By Land          | Capping End                                                        | 1        | North Las Vegas > Memphis > Paris > Cologne > Tel Aviv > Nevatim                  |
| 23 August 2025 > 30 August 2025    | FX10<br>FX5026    | 24 August 2025 > 31 August 2025    | By Land          | Rectangular Insert<br>Nutplate                                     | 2        | Defuniak Springs > Memphis > Paris > Cologne > Tel Aviv > Nevatim                 |
| 23 August 2025                     | FX38              | 24 August 2025                     | By Land          | DPDT Switch                                                        | 1        | South Burlington > Memphis > Paris > Cologne > Tel Aviv > Nevatim                 |
| 23 August 2025                     | FX10              | 24 August 2025                     | By Land          | Insert Connector<br>Socket                                         | 2        | San Diego > Memphis > Paris > Cologne > Tel Aviv > Nevatim                        |
| 29 August 2025                     | FX6092            | 1 September 2025                   | FX4393           | Rudder Hinge Bracket<br>Assembly                                   | 1        | Stockton > Oakland > Memphis > Cologne > Paris > Tel Aviv > Nevatim               |
| 29 August 2025                     | FX6092            | 1 September 2025                   | FX4393           | Molded Seal                                                        | 1        | Montgomery > Memphis > Cologne > Paris > Tel Aviv > Nevatim                       |
| 13 September 2025                  | FX10              | 14 September 2025                  | By Land          | End Connector                                                      | 1        | Yuma > Memphis > Paris > Cologne > Tel Aviv > Nevatim                             |
|                                    |                   |                                    |                  | Total amount of Shipments                                          | 117      |                                                                                   |

Table 14. **Shipments of Military Aircraft Components Leaving U.S. Defence Manufacturers for Israel Through CDG's Airport, between April 2025 and October 2025.**

## What is Being Shipped

Every good highlighted in **Table 14** falls under a specific category integral to the manufacturing and maintenance of fighter jets. Without components, parts and tools transiting through CDG, fighter jets in Nevatim Air Base would not be able to operate and military personnel would not be able to fly.

**Table 15** divides the 117 shipments into six different categories by use-case: Aircraft Structure & Hardware, Avionics & Electrical Systems, Engines & Mechanical Systems, Aircrew Equipment & Safety, Maintenance Tools & Ground Support, and Airframe Protection.

Within these categories are parts critical to:

- **Electro-Optical Targeting System (EOTS)**
- **F-35 Gen III Helmet Mounted Display System (HMDS)**
- **Electronic Warfare and Countermeasure System (EW)**

| Good Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Application                                                                                                                  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <b>Aircraft Structure &amp; Hardware</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                              |
| Circuit Breaker Collars<br>Right-Side Mounting Bracket<br>Nutplate<br>Nutplate (NO LUG HI-RUE)<br>Nut<br>Retaining Plate<br>Washer<br>Handle<br>Preformed Packing<br>Packing<br>Screw (Hex Head, Nut Plate)<br>Bolt<br>Ring<br>Circlip (Inboard Circlip Retain Ring)<br>Tee<br>Wavy Clip<br>Insert Assembly<br>Fire Barrier Grommet<br>O-Ring<br>Worm Clamp Gear<br>Test-Set (K60390079)<br>Capping End<br>Rectangular Insert 45<br>Socket<br>Rudder Hinge Bracket Assembly<br>Test-Set (K60390079) | Provide secure assembly, consistent clamp-up, and reliable performance while minimizing structural mass. <sup>148, 149</sup> |

<sup>148</sup> [Products](#), AIAP, (as of April 2026).

<sup>149</sup> [What Are Nut Plates and Their Uses in Aerospace Applications?](#), AFT, 16 August 2024.

| Good Description                                                                                                                                                                                                                                                                                  | Application                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Aircraft Structure &amp; Hardware</b>                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Wingtip Lens (LH Upper Lens)                                                                                                                                                                                                                                                                      | Transparent cover protecting the navigation lights mounted at the end of an aircraft's wings. It serves as a protective housing allowing light to pass through while shielding the internal lighting components from environmental damage. <sup>150</sup>                                                                                                                                                                                                                                                                                                                                                 |
| Bushing                                                                                                                                                                                                                                                                                           | A precision machined metal device used to determine if a firing pin is protruding a required distance from the bolt face of a weapon. <sup>151</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Avionics &amp; Electrical Systems</b>                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| FLIR IDCA (Forward-Looking Infrared-Integrated Detector Dewar Assembly)                                                                                                                                                                                                                           | Part of the Electro-Optical Targeting System (EOTS), used for visual identification of aerial or ground targets. <sup>152</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| EDU (Electronic Display Unit NO 2)                                                                                                                                                                                                                                                                | Data control interface. <sup>153</sup> Part of the Integral Display System, the EDU displays primary parameters (RPMs, TOT, Torque), and secondary parameters (temperatures, pressures, electrical quantities, etc.). Various display modes are possible. <sup>154</sup>                                                                                                                                                                                                                                                                                                                                  |
| Connector (End, Insert)<br>Coupler<br>Adapter (Internal Adapter Assembly)<br>MKPL<br>Coaxial Cable (Coax Band 2)<br>Power Supply (Low Voltage)<br>Back Shell<br>Contact Pin (20 GA)<br>Duct Assembly (Duct Coilbox to A/C)<br>LGG Assembly (Male SM/REG)<br>Contact<br>DPDT Switch (Switch Limit) | Components that power, connect, and control aircraft electrical and environmental systems. These components include interconnection devices such as connectors, couplers, adapters, and back shells that ensure secure signal and power transmission, along with coaxial cables for RF applications and low-voltage power supplies for avionics. Contacts and switches enable circuit control, while duct assemblies manage airflow within environmental control systems. Together, these components form the critical infrastructure that supports reliable aircraft operation. <sup>155, 156, 157</sup> |
| EWR Module                                                                                                                                                                                                                                                                                        | The Electronic Warfare Receiver (EWR) module detects and locates enemy radars and electronic emissions, and is part of the F-35's AN/ASQ-239 electronic warfare system. <sup>158</sup>                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Engines &amp; Mechanical Systems</b>                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Throttle Grip                                                                                                                                                                                                                                                                                     | Provides engine power control and support display cursor control, menu navigation, speed brake actuation, countermeasures, communications, and weapons system operations. <sup>159</sup>                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Filter Element Kit                                                                                                                                                                                                                                                                                | Part of the hydraulic system. <sup>160</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Brake Control Module<br>Valve<br>Spark Igniter (Low voltage)<br>Tube Assembly                                                                                                                                                                                                                     | Critical components that support aircraft braking, fluid control, engine ignition, and fluid distribution. Each component plays a specialized role in ensuring safe and reliable aircraft operation.                                                                                                                                                                                                                                                                                                                                                                                                      |

150 [Extra toughness in the air](#), Revista Pesquisa Fapesp, March 2003.

151 [Bushings, Rings, Shims and Spacers](#), DoD Parts, (as of April 2026).

152 [Joint Strike Fighter Electro-Optical Targeting System](#), Lockheed Martin (Archived), 6 January 2009.

153 [Xviii Legislatura – Disegni Di Legge E Relazioni – Documenti – Doc. Lxvii N. 5 Vol. I - Tomo II](#), Senato della Repubblica, (1 July 2021).

154 [Integrated Display System \(IDS\)](#), ManualsLib, 30 July 1997.

155 [Duct Assembly,Air Conditioning-Heating,Aircraft](#), ISO Group, 1 August 2025.

156 [In Consideration of Backshells](#), Lectromec, 1 September 2021.

157 [Applications for Couplers in Aerospace](#), Intrex Aerospace, 15 April 2025.

158 [F-35 Mission Systems Design, Development, and Verification](#), 2018 Aviation Technology, Integration, and Operations Conference, 1 May 2018.

159 [F-35 Joint Strike Fighter Throttle Grip](#), ESSEX, (as of April 2026).

160 [LABEL, FILTER ELEM K-3099](#), Textron Aviation, (as of April 2026).

| Good Description                                                                                                                                                                                                                                                     | Application                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Aircrew Equipment &amp; Safety</b>                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Parachute and Container Assembly                                                                                                                                                                                                                                     | Ensures the safe ejection of aircrew under the most extreme emergency conditions. <sup>161</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Valve Assembly Exhalation<br>Valve Assembly Inhalation                                                                                                                                                                                                               | Valves: Part of the oxygen mask and OBOGS system. <sup>162</sup><br>OBOGS (On-Board Oxygen Generation System) <sup>163</sup> : Produces and controls oxygen. <sup>164</sup> The Test Set is a functional testing and repair of the aircraft oxygen system. <sup>165</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| OBOGS Test Set                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Gen III External Visor<br>Central Cover Headpad                                                                                                                                                                                                                      | Parts of the Gen III F-35 helmet used by pilots to target, and carry out air strikes with real-time information. <sup>166</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Quick Disconnect Connector (HVI 90°<br>QDC 60)<br>Lanyard                                                                                                                                                                                                            | QDC: connector functioning as the primary disconnect point during ejection or emergency ground egress. A lanyard attached to the aircraft disengages the quick disconnect coupling locking mechanism during such events. <sup>167</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Maintenance Tools &amp; Ground Support</b>                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Tork T30<br>Air Blow Gun<br>Drive Ratchet<br>Filter Manifold<br>Screwdriver<br>Caster Kit<br>Scribe (Pick 90°)                                                                                                                                                       | Essential for the maintenance, repair, and operation of military aircrafts. It includes: driving tools for fastener installation and removal, pneumatic tools for debris clearance, layout instruments for accurate marking, and support equipment for mobility of maintenance stands and tool cabinets. Additionally, it encompasses aircraft-specific components used in fluid systems to ensure contamination control.                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Airframe Protection</b>                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| CaapCoat (Coating Kit, Curing Solution,<br>Aluminum Coating, Tiecoat)<br>Protective Sealers<br>Sealant (Adhesive, Anaerobic, Fuel Tank)<br>Adhesive System<br>Structural Adhesive<br>Release Agent<br>Molded Seal<br>Adhesive Tape<br>Elastomeric Tape<br>Gap Filler | Coatings are used to protect radomes, antennas, and leading edges against the effects of rain impact at high speeds, while enabling color customization for camouflage or aesthetic purposes. <sup>168</sup> Also used on the leading edges of laminated plastic and fabric parts on aircraft and missiles to protect against rain erosion encountered in flight. <sup>169</sup><br><br>Sealants are used to indicate sabotage, tampering, alteration or vibration loosening. <sup>170</sup> Also used to protect settings and calibrations of hydraulic, pneumatic, and electronic equipment against tampering. <sup>171</sup><br><br>Adhesives are used extensively throughout aircraft (internally and externally) for fixtures, fittings, and both mechanical and structural applications. They provide greater strength and more effective stress distribution. <sup>172</sup> |

Table 15. **Description of U.S. Military Cargo Transiting through CDG before ending in Israel from April 2025 until October 2025.**

161 [Expertise in ejection seat parachute technology confirmed following successful tests on JSF aircraft](#), Airframer, 20 May 2011.

162 [Oxygen mask and valve structure](#), Google Patents, (as of April 2026).

163 [OBOGS for fighter aircraft On-board generating system](#), Air Liquide, May 2023.

164 [HONEYWELL LIFE SUPPORT SYSTEMS](#), Honeywell, 2025.

165 [Navy Training System Plan For Naval Aviation Oxygen Systems](#), Global Security, September 2002.

166 [F-35 Gen III Helmet Mounted Display System delivered for software integration to Lockheed Martin](#), Military Embedded Systems, 21 July 2014.

167 [Navy Training System Plan For Naval Aviation Oxygen Systems](#), Global Security, September 2002.

168 [CAAP Co - FP-500 & FP-550](#), SECOA, (as of April 2026).

169 [CAAPCOAT TYPE IV](#), BuyAircraftParts, (as of April 2026).

170 [3M™ Scotch-Weld™ Tamper Proof Sealant EC-1252](#), 3M, (as of April 2026).

171 Ibid.

172 [Aerospace Adhesives](#), Permabond, (as of April 2026).

## Concrete Use of Fighter-Jets Parts

### 1. FLIR IDCA: Electro-Optical Targeting System (EOTS)

The AN/AAQ-40 Electro-Optical Targeting System (EOTS) is a system that combines the imaging and targeting sensors of the F-35, allowing it to have infrared vision and to target its strikes more effectively.<sup>173</sup> It provides infrared tracking, laser targeting, and surveillance capabilities, enabling the aircraft to surveil, engage their targets and execute precision strikes using laser, and GPS-guided weapons.<sup>174, 175</sup>

FLIR (Forward-Looking Infrared) is a feature of the F-35 EOTS and a high-performance sensor.<sup>176</sup> FLIR enables target detection and identification at extended standoff ranges as well as visual identification of aerial or ground targets.<sup>177, 178</sup>

IDCA (Integrated Dewar Cooler Assemblies) are engineered for applications ranging from small handheld devices and unmanned aerial vehicles to robust systems capable of withstanding the demanding conditions of space and supersonic tactical flight environments such as fighter-jets.<sup>179</sup>

FLIR IDCA, as a critical night vision device<sup>180</sup> and target detection tool used by the Israeli Air Force to sustain their military operations, continues to be shipped through CDG.



Figure 6. **FLIR Application Diagram.**<sup>181</sup>

173 [What Is The EOTS In The F-35 Lightning II?](#), *Simple Flying*, 16 February 2025.

174 Ibid.

175 [F-35 Electro Optical Targeting System \(EOTS\)](#), Lockheed Martin, (as of April 2026).

176 [What Is The EOTS In The F-35 Lightning II?](#), *Simple Flying*, 16 February 2025.

177 [Joint Strike Fighter Electro-Optical Targeting System](#), Lockheed Martin (Archived), 6 January 2009.

178 [EOTS, o sistema eletro-óptico de designação de alvos do F-35](#), *F-35 Pantera*, 26 August 2020.

179 [Integrated Dewar Cooler Assemblies](#), Lockheed Martin, (as of April 2026).

180 [Xviii Legislatura — Disegni Di Legge E Relazioni — Documenti — Doc . Lxvii N . 5 Vol . I - Tomo II](#), Senato della Repubblica, 1 July 2021.

181 [EOTS, o sistema eletro-óptico de designação de alvos do F-35](#), *F-35 Pantera*, 26 August 2020.



Figure 7. **FLIR system image of an F-35.**<sup>182</sup>

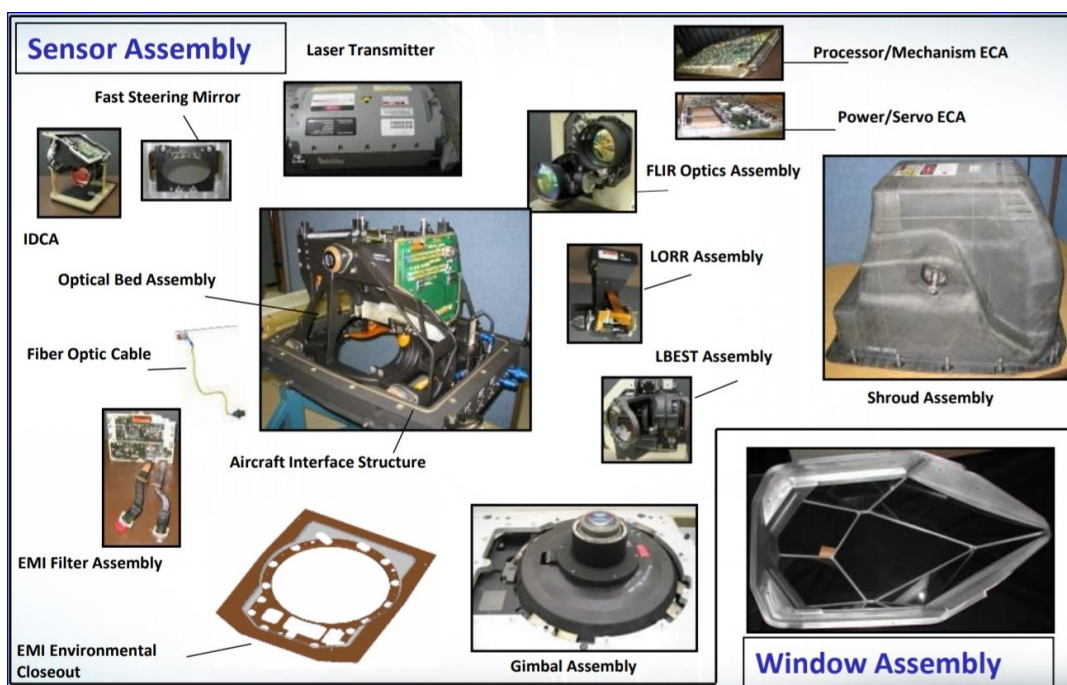


Figure 8. **Integration of FLIR and IDCA within the EOTS system.**<sup>183</sup>

## 2. GEN III External Visor: F-35 Gen III Helmet Mounted Display System (HMDS)

The Gen III helmet is an augmented helmet used by pilots, equipped with a display that shows their targets, allowing them to carry out air strikes with real-time information and target tracking within their 360-degree field of vision.<sup>184</sup> The helmet synthesizes information from across the aircraft's sensor and system suite, delivering it through a single, readily accessible display.<sup>185</sup>

The system instantly projects imagery from the downward-facing cameras onto the visor whenever the pilot looks down, operating seamlessly even in night vision mode.<sup>186</sup> By simply looking at a target, the F-35 pilot can designate a weapons lock with a button press on the control stick: a

<sup>182</sup> [Lockheed Martin F-35 Fighter Jet Filmed with the FLIR Star SAFIRE 380-HDc](#), TELEDYNE, 2 April 2021.

<sup>183</sup> [EOTS, o sistema eletro-óptico de designação de alvos do F-35](#), F-35 Pantera, 26 August 2020.

<sup>184</sup> [F-35 Gen III Helmet Mounted Display System delivered for software integration to Lockheed Martin](#), Military Embedded Systems, 21 July 2014.

<sup>185</sup> [How F-35 Pilots Avoid Situational Blind Spots Using Helmet-Mounted Displays](#), Simple Flying, 22 February 2026.

<sup>186</sup> Ibid.

capability that remains effective even when the aircraft is not pointed toward the threat.<sup>187</sup>



In traditional fighter aircraft, critical flight parameters such as airspeed, altitude, and heading are presented on a fixed Head-Up Display (HUD) mounted directly in front of the pilot, requiring the pilot to align their gaze with the display to access the information. Instead, all essential flight data, along with targeting alerts, are projected directly onto the pilot's helmet-mounted visor. Israeli pilots would not be able to drop bombs and target civil infrastructure without a precise visor such as the Gen III Helmet Mounted Display.

Figure 9. **F-35 Gen III Helmet.**<sup>188</sup>



Figure 10. **Pilot wearing the Gen III Helmet in a F-35.**<sup>189</sup>

### 3. EWR Module: Electronic Warfare/Countermeasure System

The AN/ASQ-239 is the F-35's integrated electronic warfare and countermeasures system.<sup>190</sup> It detects, identifies, and locates radio frequency and infrared threats, then autonomously deploys countermeasures to protect the aircraft. The system fuses sensor data with inputs from onboard and offboard sources to provide the pilot with a comprehensive threat picture. In essence, it enables the F-35 to detect hostile emissions, assess their origin and intent, and respond with appropriate self-protection measures.<sup>191</sup>

<sup>187</sup> Ibid.

<sup>188</sup> Ibid.

<sup>189</sup> [How F-35 Pilots Avoid Situational Blind Spots Using Helmet-Mounted Displays](#), Simple Flying, 22 February 2026.

<sup>190</sup> [AN/ASQ-239 F-35 EW countermeasure system](#), BAE SYSTEMS, (as of April 2026).

<sup>191</sup> [6 - Electronic Warfare II: Receivers](#), Gallium Arsenide IC Applications Handbook, 1995.

The Electronic Warfare Receiver (EWR) module detects and locates enemy radars and electronic emissions, and is part of the F-35's AN/ASQ-239 electronic warfare system.<sup>192</sup> The EWR suite comprises 12 wideband receivers. These receivers capture radio frequency energy and convert it to digital data using high-speed analog-to-digital converters. Each EWR performs initial data processing and generates pulse parameter reports for transmission to the EW controller and preprocessor, which applies additional signal processing and algorithms to support all electronic warfare functions.<sup>193</sup> Electronic warfare receivers exist to identify hostile radar emissions at ranges far greater than those at which the host platform can be detected.<sup>194</sup>

Beyond defense, the EWR also supports offensive operations; by pinpointing hostile radar sites, it supplies targeting coordinates that allow the aircraft to engage and destroy enemy air defense installations.



Figure 11. **Location of EW equipment and EWR module.**<sup>195</sup>

<sup>192</sup> [F-35 Mission Systems Design, Development, and Verification](#), 2018 Aviation Technology, Integration, and Operations Conference, 1 May 2018.

<sup>193</sup> Ibid.

<sup>194</sup> [Electronic Warfare Receivers](#), Radar and Electronic Warfare Principles for the Non-specialist (chapter 9), 3 July 2024.

<sup>195</sup> [F-35 Mission Systems Design, Development, and Verification](#), 2018 Aviation Technology, Integration, and Operations Conference, 1 May 2018.

## Unravelling FedEx's Logistics Chain in France

After leaving Lockheed Martin facilities and U.S. Air Force Bases onward to the closest airport in the city, every shipment makes a stop at FedEx World Hub in Memphis. From there, after leaving American soil, military aircraft cargo, for the most part, directly enters FedEx European Hub in Paris. These shipments account for 91% (107/117) of cargo, **which makes CDG the first point of entry in Europe for components the Israeli military will be using to decimate Gaza's population.**

The rest of the shipments enter through Cologne. While a previous section highlighted FedEx's role in Paris, it is also important to understand FedEx's role in Cologne, Germany, as 106 of the 117 shipments (90%) exposed in [table 14](#) go through the city **before or after their stop in Paris.** Still under FedEx Express, the Cologne hub is described as being the airline's heads of operations for Central, Eastern Europe and Israel.<sup>196</sup> The company's operations are defined by a coordinated global infrastructure of air and ground logistics, specifically designed to expedite the delivery of time-sensitive cargo,<sup>197</sup> which will be seen in the following section around shipments schedule and routing patterns.

It is worth noting that the Cologne hub constitutes a critical node within FedEx's global network, serving as a primary consolidation point for shipments originating from Central and Eastern Europe. Following processing in Cologne, these goods are forwarded via the FedEx Europe hub in, or from Paris, for onward transit to destinations in the United States, Asia and Israel like it is the case, in this report.<sup>198</sup>

### Mapping of FedEx's Schedule in Paris

Military cargo bound for Israel and Nevatim Air Base landed at CDG almost every week from April 1, 2025, until October 25, 2025, with a small drop in July. For a while, police met FedEx cargo planes on the tarmac for security reasons as they landed.

A typical scenario of shipments transiting through Paris begins with:

- Arrival on a Saturday: 76% of inbound flights arrived to CDG on a Saturday between 7 PM and 9 PM;
- Departure the following day: 75% of departures from CDG took place on a Sunday between 12 AM and 7 AM;
- As opposed to arrival to Paris being in majority by air freight (from the U.S.), the majority (68%) of cargo leaving FedEx European Hub in Paris are believed to have taken place via land transport, most probably by truck, to Cologne, before taking a flight to Ben Gurion Airport;
- While most flights are operated by FedEx, some of the flights from CDG to its next destination were operated by ASL Airlines (FX4213) who has a multi-year agreement with

<sup>196</sup> [Antje Schütt-Fahrenkrog Heads FedEx Operations in Central and Eastern Europe and Israel](#), FedEx, 12 January, 2010.

<sup>197</sup> [FedEx Express Gateway for Central & Eastern Europe Moves to Cologne](#), FedEx, 7 August 2007.

<sup>198</sup> [FedEx Officially Opens New Hub at Cologne Bonn Airport](#), FedEx, 29 October 2010,

FedEx Express to operate as a key freight carrier for the company.<sup>199</sup> Cargo flying with flight FX4393 were operated by Swift Airlines.

## From American Cargo to Military Aircrafts: The Role of U.S. Defence Manufacturers

Originating from 18 different cities across the U.S., FedEx shipments were sent from different Lockheed Martin facilities, Military Airbases, and the DLA Distribution Center San Joaquin. The shipments, while originating from different distribution centers, are all contracted or supplied by Lockheed Martin.

### U.S. Facilities Involved in the Manufacturing of Fighter Jets

Shipments to Israel were identified as being primarily from:

- **Lockheed Martin facilities:**
  - i. **Fort Worth (Texas):** The largest assembly and maintenance site for the F-35 fighter jet and headquarters to Lockheed Martin Aeronautics.<sup>200</sup>
  - ii. **Fort Smith (Arkansas):** Key areas of focus include aviation systems (aircraft, support systems, and F-35 maintenance) as well as enabling functions such as information technology and quality and safety support.<sup>201</sup>
  - iii. **Madison (Wisconsin):** Lockheed Martin's, Rotary & Mission Systems in support of the F-35 program.<sup>202</sup>
  - iv. **Montgomery (Alabama):** Lockheed Martin's, Rotary & Mission Systems (LM RMS) in support of the F-35 Cyber Security.<sup>203</sup>
  - v. **Oklahoma City (Oklahoma):** Part of Lockheed Martin Aeronautics' company.
  - vi. **San Diego (California):** Lockheed Martin's, Rotary & Mission Systems.
  - vii. **South Burlington (Vermont):** Lockheed Martin's, Rotary & Mission Systems (LM RMS), Program Security and Compliance support F-35 security operations, responsible for the security of classified and unclassified areas of the F-35 Full Mission Simulator (FMS) Facility and classified areas of the Vermont Air National Guard.<sup>204</sup>
  - viii. **Yuma (Arizona):** Lockheed Martin Rotary & Mission Systems Special Access Program (SAP) Security Team at Marine Corps Air Station (MCAS).<sup>205</sup>
  - ix. **Fallon (Nevada):** Lockheed Martin, Aeronautics Field Sustainment (AFS) aircraft maintenance team onboard Naval Air Station Fallon, Nevada. Responsible for supporting the F-35 Flight Operations at Naval Aviation Warfighting Development Center.<sup>206</sup>
- **Air Force Bases (AFB):**

<sup>199</sup> [FedEx Officially Opens New Hub at Cologne Bonn Airport](#), *The Load Star*, 24 May 2016.

<sup>200</sup> [Texas](#), Lockheed, (as of April 2026).

<sup>201</sup> [Lockheed Martin plans to open facility in Fort Smith, employ up to 90](#), TBP, 27 March 2024.

<sup>202</sup> [Site Security Manager/CPSO/Madison ANG, WI](#), Lockheed Martin (Archived), 20 March 2026.

<sup>203</sup> [Info-System Security Officer/Montgomery](#), Lockheed Martin (Archived), 20 March 2026.

<sup>204</sup> [Aircraft Field Service Engineer \(FSE\) Staff, F-35 Program \(Level 4\)](#), Lockheed Martin (Archived), 20 March 2026.

<sup>205</sup> [Security Generalist / F-35 / MCAS Yuma, AZ](#), Lockheed Martin (Archived), 20 March 2026.

<sup>206</sup> [Aircraft Maintenance Support Section Supervisor, F-35 Program](#), Lockheed Martin (Archived), 20 March 2026.

- i. **New Bern (Marine Corps Air Station):** LM Aeronautics. F-35 Component/Modifications Warehouse team which is responsible for supporting depot aircraft modifications. This position is located in Cherry Point, NC.<sup>207</sup>
- ii. **North Las Vegas (Nellis AFB):** Lockheed Martin Aeronautics Field Sustainment Joint Strike Fighter (JSF) + maintenance/simulators.<sup>208</sup>
- iii. **Fairbanks (Eielson AFB):** Lockheed Martin Aeronautics Field Sustainment (AFS)
- iv. **Ogden (Hill AFB):** Lockheed Martin Aeronautics Division. The Ogden Air Logistics Center at Hill Air Force Base, Utah, houses the only current F-22 Modernization line.<sup>209</sup> It provides logistics, support, maintenance and distribution for the nation's premier fighter aircraft: the F-35 Lightning II, F-22 Raptor, F-16 Fighting Falcon and A-10 Thunderbolt.<sup>210</sup>
- v. **Lancaster (Edwards AFB):** Lockheed Martin Aeronautics Field Sustainment team as an F-35 at Edwards Air Force Base flight test site.<sup>211</sup>
- vi. **Phoenix (Luke AFB):** Lockheed Martin Rotary and Mission Systems in support of the F-35 Lightning II Program.<sup>212</sup>
- vii. **Panama City (Tyndall AFB):** Lockheed Martin Rotary and Mission Systems in support of the F-35 Lightning II Program.
- viii. **Defuniak Springs (Eglin AFB):** Lockheed Martin Aeronautics's division of F35 National Autonomic Logistics Information System Support Center supporting ALIS/ODIN.<sup>213</sup>
- **Stockton: DLA Distribution San Joaquin (Tracy):** As mentioned previously, DLA in San Joaquin is the Wholesale Air Vehicle Storage and Distribution location for F-35 Lightning II aircraft parts.

The data exposed in this section demonstrates France's subsequent role as an active actor in the genocide of Palestinians. The 117 shipments exposed here are merely an indication of a larger picture of military cargo transiting through Roissy-Charles de Gaulle. **Thus, CDG serves as one of the principal logistics hubs for military cargo transportation and it plays a significant, rather than a peripheral role, in the supply chain killing Palestinians and people across the region.**

The facilitation of such trade is possible due to the French government failing to prevent transit shipments from happening and refraining from exercising its power in the face of a serious risk of grave violations of international law.

This is not the first time FedEx is exposed violating laws. Indeed, FedEx is facing criminal charges in Belgium as it shipped U.S.-made F-35 components to Israel transiting via Liege Airport, which violated international and national laws.<sup>214</sup> The exact same scenario is being highlighted in this report. In Ireland, FedEx illegally used Irish sovereign airspace to transport F-35 parts from the U.S

<sup>207</sup> [Security Generalist / Cherry Point, NC - Level 1](#), Lockheed Martin (Archived), 20 March 2026.

<sup>208</sup> [13 FTD introduces first F-35 aircraft maintenance ground trainers at Nellis](#), Nellis Air Force Base, 24 September 2024.

<sup>209</sup> [F-22 Sustainment](#), Lockheed Martin, (as of April 2026).

<sup>210</sup> [Home page](#), Hill Air Force Base, (as of April 2026).

<sup>211</sup> [F-35 Maintenance Manager](#), Lockheed Martin (Archived), 19 February 2026.

<sup>212</sup> [Aircraft Field Support Engineer Associate Manager, F-35 Program](#), Lockheed Martin (Archived), 20 March 2026.

<sup>213</sup> [F-35 Systems Engineer](#), Lockheed Martin (Archived), 20 March 2026.

<sup>214</sup> [FedEx faces criminal complaint in Belgium over arms shipments to Israel](#), The Cradle, 26 June 2025.

to Nevatim.<sup>215</sup>

France as a signatory of the Arms Trade Treaty, under its own national laws and under EU Council Common Position has legal obligations to not allow Israeli-bound military cargo to use its infrastructure. France must therefore halt the transit of military cargo shipments to Israel.

## Part 3: The Legal Responsibility of France and Its Companies

### Liability of the French State

#### A. France's Arms Exports Obligations

France has one of the strictest legal frameworks in the world governing its arms exports. Under French law, all exports of military equipment are required to obtain prior authorization from the State, issued following review by the Interministerial Commission for the Study of War Material Exports (CIEEMG), which brings together the Ministries of Foreign Affairs, Defense, and Economy. These powers are defined by Article L.2335-2 of the Defense Code.<sup>216, 217</sup> The government thus exercises full and explicit control over what leaves territory and is bound for foreign defense industries.

At the European level, Common Position 2008/944/CFSP requires all European Union members to refuse any export license where there is a clear risk the exported equipment will be used in violation of international humanitarian law, to repress civilian populations, or to prolong armed conflicts.<sup>218</sup> Criterion 2 of Article 2 explicitly prohibits such exports “if there is a clear risk that the military technology or equipment to be exported might be used in the commission of serious violations of international humanitarian law.” It is not a recommendation; it is a legally binding obligation for France.

On an international level, the Arms Trade Treaty (ATT), signed and ratified by France on April 2, 2014, is even more explicit. Article 6.3 of the treaty unequivocally prohibits any transfer of arms if they may be used to facilitate genocide or war crimes.

*A State Party shall not authorize any transfer of conventional arms covered [...] if it has knowledge at the time of authorization that the arms or items would be used in the commission of genocide, crimes against humanity, grave breaches of the Geneva Conventions of 1949, attacks directed against civilian objects or civilians protected as such, or other war crimes [...].*<sup>219</sup>

Article 7 requires a prior risk assessment before any export, and Article 9 obliges each State to

<sup>215</sup> [FedEx deletes evidence of illegal munitions shipments through Irish territory to Israel](#), *The Ditch*, 2 November 2024.

<sup>216</sup> [Réglementation matériels de guerre et assimilés](#), Ministère des Armées, (as of April 2026).

<sup>217</sup> [Code de la défense](#), Légifrance, (as of April 2026).

<sup>218</sup> [EUR-Lex - 32008E0944](#), EUR-Lex, 15 April 2025.

<sup>219</sup> [The Arms Trade Treaty](#), United Nations, 2 April 2013.

“take the necessary measures to regulate, where necessary and possible, transit or transshipment under its jurisdiction and on its territory.” Amnesty International has repeatedly pointed out that these provisions impose an obligation on exporting States to immediately suspend any authorization once a proven risk of serious violations has been documented.<sup>220</sup>

## B. Additional International Obligations

In addition to regulations specific to arms exports, France is bound by several fundamental international commitments reinforcing and enhancing its obligations:

**The obligation to prevent genocide has two aspects.** The 1948 Convention on the Prevention and Punishment of the Crime of Genocide, ratified by France, requires States not only to refrain from committing genocide, but also to do everything in their power to prevent it. The International Court of Justice clarified in its 2007 judgment this obligation has two distinct components.<sup>221</sup> First, **due diligence**: “the obligation to use all means reasonably at their disposal to prevent, to the extent possible, the commission of genocide,” which arises as soon as a State “has knowledge, or ought normally to have knowledge, of the existence of a serious risk of genocide.”<sup>222</sup> Second, **an obligation not to provide aid or assistance**: complicity within the meaning of the Convention “undoubtedly encompasses the provision of means intended to enable or facilitate the commission of the crime.”<sup>223</sup> The Court clarified that this second obligation applies whenever the State “knowingly provides support for the perpetration of genocide.”<sup>224</sup>

This threshold has now clearly been reached and legally established. In its January, March, and May 2024 orders, the ICJ recognized the existence of a plausible risk of genocide in Gaza and reiterated that “*its orders prescribing provisional measures under Article 41 of the Statute are binding and therefore create international legal obligations.*”<sup>225, 226</sup> From that moment on, France had a legal obligation to suspend all forms of military support to Israel: both under the duty of care and non-assistance.

In the Nicaragua v. Germany judgment of April 30, 2024, the Court further ruled it was “*particularly important to remind all States of their international obligations regarding the transfer of arms to parties to an armed conflict, in order to avoid the risk that such arms might be used to commit violations*” of international humanitarian law and the Genocide Convention.<sup>227</sup> This order is directly applicable to the French situation documented in this report.

**Obligations arising from the ICJ’s advisory opinions on occupation and settlement.** In its 2004 advisory opinion on the Legal Consequences of the Construction of a Wall in the Occupied Palestinian Territory, the Court clarified that all States are under an obligation to neither recognize

<sup>220</sup> [Transferts d’armes vers Israël : mettre fin à l’opacité française](#), Amnesty France, 16 June 2025.

<sup>221</sup> [BOSNIA AND HERZEGOVINA v. SERBIA AND MONTENEGRO](#), ICJ, 26 February 2007, par. 430-431.

<sup>222</sup> Ibid par. 430-431.

<sup>223</sup> Ibid par. 419.

<sup>224</sup> Ibid par. 432.

<sup>225</sup> [SOUTH AFRICA v. ISRAEL](#), ICJ, 26 January 2024.

<sup>226</sup> Ibid par. 83.

<sup>227</sup> [NICARAGUA c. ALLEMAGNE](#), ICJ, 30 April 2024. par. 24.

the unlawful situations created by Israel in the occupied territories nor lend aid or assistance to their continuation. In July 2024, in a landmark advisory opinion on the Legal Consequences of Israel's Policies and Practices in the Occupied Palestinian Territory, the ICJ went further: it characterized the Israeli military presence in the Occupied Palestinian Territories as unlawful under international law, and required third-party states not to supply weapons or equipment that could be used to maintain this occupation or facilitate settlement expansion.<sup>228</sup>

The French military equipment documented in this report, whether used in Gaza or the West Bank, contributes to the perpetuation of a situation deemed unlawful by the highest international court.

**International resolutions.** In its resolution of April 5, 2024, the UN Human Rights Council called for a halt to all arms sales to Israel.<sup>229</sup> Resolution A/ES-10/L.31/ Rev.1 of the United Nations General Assembly of September 18, 2024, required States to take measures to end *“the supply or transfer of arms, ammunition, and military equipment to Israel in all cases where there are reasonable grounds to suspect that they will be used in the Occupied Palestinian Territory.”*<sup>230</sup> On August 12, 2025, the Council of Europe Commissioner for Human Rights reiterated his call to the 46 member states not to export arms to Israel that could be used in violation of international law. The French National Consultative Commission on Human Rights itself stated on May 20, 2025, the situation in the Occupied Palestinian Territory *“suggests an intent to commit genocide.”*<sup>231</sup>

## C. Transit of Military Equipment

The transit of military equipment through French territory is subject to the same requirements as exports: it requires prior authorization from the government, pursuant to Article L.2335-3 of the Defense Code. **This means that when F-35 components transit through Roissy-Charles de Gaulle Airport en route to Nevatim Air Base in Israel, France is not merely a passive transit corridor: it is an actor that authorizes, or tolerates, this movement on its territory.**

The same international obligations apply to transiting cargo: Article 9 of the ATT, the European Common Position, and the obligation to prevent genocide cover all forms of transfer, whether direct or indirect. A state cannot refuse to export weapons through the front door while allowing military components to pass through the back door of its airports.

## D. French Liability Under International Law

If legal proceedings were to be initiated, France would face potential liability before the two main international courts. Indeed, under the International Court of Justice, any State Party to the Genocide Convention may bring a case before the Court against another State which fails to fulfil its obligations to prevent genocide. The 2007 Bosnia v. Serbia ruling established a precedent

<sup>228</sup> [Conséquences juridiques découlant des politiques et pratiques d'Israël dans le territoire palestinien occupé, y compris Jérusalem-est](#), ICJ, 19 July 2024.

<sup>229</sup> [Le Conseil adopte cinq résolutions, dont celle demandant qu'un cessez-le-feu soit immédiatement instauré à Gaza et qu'un rapport soit établi sur le transfert ou la vente d'armes à Israël](#), UN, 5 April 2024.

<sup>230</sup> [Dixième session extraordinaire d'urgence](#), UN, 11 December 2024.

<sup>231</sup> [Guerre dans la bande de Gaza : le Conseil de l'Europe met en garde contre les ventes d'armes à Israël](#), France Info, 12 August 2025.

whereby a state may be held responsible not for having committed genocide itself, but for failing to fulfill its duty to prevent it when it had the means to do so. The continued supply of military equipment to Israel following the 2024 orders constitutes precisely this type of failure.

Furthermore, before the International Criminal Court, senior French officials, government members who maintained export authorizations despite documented risks, and officials from the CIEEMG, could face individual criminal liability for aiding or abetting the commission of war crimes or crimes against humanity, pursuant to Article 25(3)(c) of the Rome Statute. In July 2025, 114 French lawyers, united within the association Lawyers for Justice in the Middle East, submitted a 56-page petition to the ICC Prosecutor specifically naming Emmanuel Macron, François Bayrou, Foreign Minister Jean-Noël Barrot, and Minister of the Armed Forces Sébastien Lecornu, all accused of complicity in the ongoing genocide in Gaza.<sup>232</sup>

## **Criminal Liability of French Companies**

### **A. Applicable Legal Framework: International and French Criminal Law**

French companies involved in the arms supply chain, whether they manufacture military components or are involved in transportation, cannot hide behind the apparent neutrality of their commercial activities or invoke an export or transit authorization.

Under international criminal law, Article 25.3.c of the Rome Statute establishes criminal responsibility for any person who, “for the purpose of facilitating the commission of such a crime, provides aid, assistance, or any other form of support for the commission or attempted commission of that crime.” Complicity is established when the contribution has a substantial effect on the commission of the crime, and the perpetrator was aware of the context in which such assistance was provided.

Under French criminal law, Article 121-7 of the Criminal Code stipulates that anyone who knowingly helps or assists the perpetrator in the planning or execution of a crime is an accomplice. This provision applies in full to the most serious crimes: genocide, crimes against humanity, and war crimes.<sup>233, 234, 235</sup> The criminal liability of legal entities, provided for in Article 121-2 of the Criminal Code, also allows companies to be held directly liable for offenses committed on their behalf by their officers or representatives.

Two landmark rulings by the Criminal Chamber of the Court of Cassation have established the applicable precedents. The September 7, 2021, regarding the Lafarge case established that a company can be prosecuted for complicity in crimes against humanity so long as its executives were aware of the criminal context in which their activities took place, and their contribution facilitated the commission of the crimes (without it being necessary to prove that they intended

<sup>232</sup> [Génocide à Gaza : 114 avocats contre la France](#), Blast, 28 July 2025.

<sup>233</sup> Article 211-1, Criminal code.

<sup>234</sup> Articles 212-1 and following, Criminal code.

<sup>235</sup> Articles 461-1 and following, Criminal code.

for these crimes to be committed).<sup>236</sup> The January 16, 2024, ruling confirmed and further clarified this case law, reaffirming complicity in international crimes does not require sharing the primary criminal intent, but only knowledge of the context in which the assistance is provided.<sup>237</sup> These two rulings are directly applicable to the French companies documented in this report.

## B. First-hand knowledge of the facts: an untenable position

The central issue regarding complicity is knowledge of the context in which France operates. Yet this knowledge, for the companies mentioned in this report, is indisputable.

ICJ orders issued in January, March, and May 2024, global media coverage, successive reports by Amnesty International, Human Rights Watch, the UN Special Rapporteur, and the UN Independent International Commission on Gaza, as well as repeated warnings from international organizations, have made the risk of genocide in Gaza publicly and indisputably known. **French companies continuously supplying military components to Elbit Systems, the primary arms supplier to the Israeli military, to which 92% of the shipments detailed in this report are destined, cannot reasonably be unaware of either the final destination of their products or the operational context in which they will be used.**

As for logistics operators such as FedEx, their knowledge of the context is equally difficult to dispute: the exclusively military nature of the cargo, its almost systematic destination to the Nevatim Air Base, the Israeli F-35Is' base, and the global visibility of the conflict make any claim of ignorance untenable.<sup>238</sup> FedEx is already facing criminal charges in Belgium for shipping F-35 components to Israel via Liège Airport, and has been implicated in Ireland for the illegal use of sovereign airspace in the same context.<sup>239, 240</sup> The situation in France is legally identical.

## C. Export and Transit Authorization

The companies in question could argue they acted within the scope of authorizations lawfully issued by the French government. Legally speaking, this argument does not constitute a basis for exemption from criminal liability. The Court of Cassation explicitly reiterated this in its rulings of September 7, 2021, and January 16, 2024: administrative authorization does not negate criminal liability when the acts in question contribute to particularly serious offenses, notably international crimes. This logic is reinforced by the Rome Statute, which provides for no exemption based on compliance with domestic law or the existence of state authorizations when the contribution facilitates the commission of crimes falling within its jurisdiction. Executives of the companies concerned may also be subject to complaints before the ICC under Article 25.3.c of the Rome Statute, regardless of any licenses obtained.

## The French State, an Active Accomplice of the Israeli War Machine

<sup>236</sup> [Cour de cassation, criminelle, Chambre criminelle, 7 septembre 2021](#), Légifrance, 7 September 2021.

<sup>237</sup> [Cour de cassation, criminelle, Chambre criminelle, 16 janvier 2024, 22-83.681](#), Légifrance, 16 January 2024.

<sup>238</sup> See part 2, pp. 31

<sup>239</sup> [FedEx faces criminal complaint in Belgium over arms shipments to Israel](#), *The Cradle*, 26 June 2025.

<sup>240</sup> [FedEx deletes evidence of illegal munitions shipments through Irish territory to Israel](#), *The Ditch*, 2 November 2024.

This report provides, for the first time, a detailed and systematic account of France's involvement in supplying military equipment to Israel since October 2023. The data presented allows for a direct comparison between France's official statements and the facts, and enables the necessary legal conclusions to be drawn.

## A. Offensive Weapons

The government's primary argument consists of presenting and tirelessly repeating claims that French exports are dual-use goods, technical components with no direct military application, or equipment intended for Israel's defense. The evidence documented in this report reveals a radically different reality:

- **Ammunition links.** Between October 2023 and July 2025, Eurolinks, a company based in the Provence-Alpes-Côte d'Azur region, shipped more than ten millions of the M9 and M27 types from the port of Fos-sur-Mer to IMI Systems, a subsidiary of Elbit and manufacturer of ammunition for the Israeli military. These links are essential components of the firing systems for machine guns used by the Israeli military. These are not dual-use goods: an ammunition link has no civilian application. A criminal complaint was filed against Eurolinks in June 2025 by the League of Human Rights.<sup>241</sup> Millions of units of ammunition delivered to an Elbit subsidiary specializing in Israeli infantry weaponry unambiguously meet the criteria of Article 6.3 of the ATT: the State authorizing these transfers knows, or should know, that they are being used to commit war crimes.
- **Barrel tubes for Howitzers.** Aubert & Duval has shipped barrel tubes and breech components from the Auvergne-Rhône-Alpes region **to Elbit Systems Land, the Elbit division specializing in heavy artillery systems.** A self-propelled howitzer, such as the ATMOS 2000 or SIGMA manufactured by Elbit, is an offensive artillery capable of striking targets dozens of kilometers away. The barrels delivered by Aubert & Duval are critical components of these systems.<sup>242</sup> The delivery of artillery barrels to Elbit's armaments division is the most direct illustration of what the duty of non-assistance prohibits: supplying the material means that enable or facilitate acts harmful to civilian populations.
- **Targeting and night vision systems.** Safran Electronics & Defense has delivered axial gyroscopes and navigation components to Elbit subsidiaries specializing in electronic warfare. Grenoble-based Microoled has delivered OLED micro-displays to Elbit Security Systems in Sderot. These displays are used in soldiers' targeting systems and night vision goggles. Lynred has shipped infrared detectors to Ricor, an Israeli manufacturer of cooling systems for military thermal sensors. These technologies are central to the Israeli military's precision strike and night surveillance capabilities.<sup>243</sup> These components, integrated into systems that enable target identification and engagement, form a direct link in the chain of causality between French supply and the documented strikes in Gaza.
- **Military avionics and electronic warfare systems.** The Thales Group, through several of its French subsidiaries, is among the most frequent suppliers to Elbit Systems documented in this report. Thales AVS France, a subsidiary whose VCM (Military Headsets and Displays)

<sup>241</sup> [Guerre à Gaza : le français Eurolinks visé par une plainte pour des soupçons de livraison de composants pour armes à Israël](#), Le Monde, 12 June 2025.

<sup>242</sup> See Part 1, p. 14

<sup>243</sup> See Part 1, pp. 15-16

production line is exclusively dedicated to military programs, delivered Audio Control Panels to Elbit Systems Karmiel in August 2025.<sup>244</sup> These cockpit interfaces enable the management of radio communications and intercoms in military aircraft, with no realistic civilian application. Thales AVS also delivered industrial components to Elbit Systems' electronic warfare division, EW & SIGINT Elisra, and to Elbit Systems' UAV division, directly supporting the Israeli military's electronic jamming and offensive drone capabilities.<sup>245</sup> Thales DMS, based near Bordeaux, delivered ground-based radar units and airborne beacons to Elbit Systems Haifa between October and November 2023.<sup>246</sup> Thales SIX GTS delivered radar components directly to Elbit Systems' UAV division, components installed on surveillance and combat drones.<sup>247</sup> All of these deliveries by Thales demonstrate a direct, systematic, and long-standing involvement in supplying Israeli weapons systems.

**The wide range of Elbit divisions involved, electronic warfare, drones, and military avionics, rules out any classification as supplies for civilian or defensive use within the meaning of the Arms Trade Treaty and the European Common Position.**

- **Drone components.** Several shipments documented in this report are destined for Elbit Systems' UAV division (division manufacturing the Israeli military's combat and surveillance drones, including the Hermes 450 and 900 models used extensively in Gaza). Industrial components, aircraft parts, and electronic equipment have been shipped to this division from several regions in France.<sup>248</sup> Elbit's drones form the backbone of Israeli air operations in Gaza: contributing to their supply chain directly contributes to their strike capability.
- **Specialized military lubricants.** NYCO, a company based in the Hauts-de-France region, has shipped specialized military lubricants from Roncq and Halluin, via the Port of Antwerp, to Israel: helicopter gear oil (Nycolube 3525), hydraulic fluid for armored vehicles and gun recoil mechanisms (Hydraunycol FH 3), oil for military applications (Nycolube 294), and bio-based fluid for small- and large-caliber weapons (Nycolube 127 CLP Bio). These products are not generic industrial lubricants: they are formulated and certified specifically for military applications.<sup>249</sup> Even seemingly technical products such as lubricants fall, when certified for military applications and delivered to a defense operator in wartime, under the prohibition of Article 6.3 of the ATT once the risk of genocide is established.

## B. Prohibition of all equipment

### 1. The dual-use argument: ineffective in the context of genocide

As established in the first part of this legal analysis, the ATT, the Convention on the Prevention of Genocide, and the ICJ's advisory opinion of July 2024 impose an absolute ban on any transfer of arms or equipment to Israel once a plausible risk of genocide is recognized, which has been the case since the January 2024 rulings. This prohibition makes no exceptions based on the nature of the equipment. The Ministry of Europe and Foreign Affairs itself, in its March 2025 response, does not in any way recognize the distinction between defensive and offensive weapons as grounded in

<sup>244</sup> See Part 1, p. 6

<sup>245</sup> Ibid., p. 9

<sup>246</sup> Ibid., p. 17-18

<sup>247</sup> Ibid., p. 23

<sup>248</sup> Ibid., p. 6-9

<sup>249</sup> Ibid., p. 25-26

international law, and yet, continues to use it as a justification. The Wassenaar Arrangement further reinforces this ban on dual-use goods: it requires signatory states to ensure such transfers do not contribute to the strengthening of military capabilities capable of undermining regional stability: a condition clearly not met in this case. **By maintaining its export authorizations after January 2024, France has therefore simultaneously violated the ATT, the EU Common Position, the Wassenaar Arrangement, and its obligations under the Genocide Convention.**

## 2. The “Iron Dome” and re-exportation arguments: an unproven myth

The French government has consistently argued its exports to Israel consist mainly of components for the Iron Dome system or goods intended for re-export by Israel to third-party countries that are partners of France. However, no parliamentary report, no publication by the CIEEMG, and no declassified document has ever provided verifiable proof of this.

Further evidence of a lack of oversight is provided by the investigation and proceedings against the company Sermat initiated by the French government following revelations by the investigative news outlet Disclose.<sup>250</sup>

With regard to re-exportation, Article 7.6 of the ATT requires export States to provide transit States with appropriate information regarding the authorization. Article 7.7 requires them to review the authorization whenever new relevant information becomes available. France has never made public the verification mechanisms it claims to apply, nor the commitments obtained from Israel regarding the end use of the exported goods. **Yet, the data presented in this report reveals precisely what a rigorous traceability system should have detected and prevented:** navigation and targeting components delivered by Safran Electronics & Defense to Elbit subsidiaries specializing in electronic warfare and drones are found in the production lines of weapons systems directly used in Gaza; resistors continuously supplied by Vishay MCB from Nantes to Elbit Systems Karmiel and Cyclone (whose Cyclone division is directly involved in the F-15, F-16, and F-35 programs) are powering documented offensive weapons systems.<sup>251, 252</sup> The absence of any public oversight mechanism constitutes in itself a violation of Article 7 of the ATT, which requires a rigorous and documented assessment prior to each export authorization.

## 3. Civilian use argument

Under normal circumstances, some equipment exported from France might be intended for civilian use. But Israel does not operate under regular circumstances; rather, it exists in a context of colonialism and apartheid. Consequently, Israel uses its technological and military capabilities (including equipment presented as civilian) to impose and maintain a well-documented regime of systematic discrimination, segregation, and apartheid against the Palestinian population, both in Gaza and the West Bank.<sup>253</sup>

The data presented in this report provides concrete examples of this. Thales DMS, based

250 [Vente d'armes à Israël : l'État stoppe les livraisons de composants pour drones fabriqués par l'entreprise Sermat](#), Disclose, 9 December 2025.

251 See Part 1, p. 15-16

252 Ibid, p. 13

253 [Israël : L'apartheid se renforce, les Palestiniens en paient le prix](#), Amnesty France, 1 February 2023.

in Bordeaux, delivered ground-based radar units to Elbit Systems between November and December 2023.<sup>254</sup> These ground-based radars are precisely the systems used by Elbit (the Israeli army's leading supplier of perimeter surveillance systems) to monitor and control the perimeters of settlements in the West Bank, detect movements of the Palestinian population, and secure military checkpoints. Thales AVS also supplied industrial components to Elbit Systems' UAV division, with Elbit Hermes and Skylark drones being deployed on a massive scale in Gaza as well as in the West Bank to monitor refugee camps and guide military operations against civilian populations.<sup>255</sup> Thales SIX GTS has supplied radar components to this same UAV division, directly bolstering the occupation's aerial surveillance capabilities.<sup>256</sup> **These deliveries by Thales to Elbit divisions specializing in electromagnetic spectrum control, perimeter surveillance, and drones reinforce the technological infrastructure of the occupation in the West Bank, which the ICJ deemed unlawful in its July 2024 advisory opinion.**

Radiall, based in Grenoble, has on several occasions supplied electronic components to Elbit Systems Land C4I (division specializing in command, control, communications, and intelligence systems).<sup>257</sup> CIMULEC has supplied printed circuit boards directly to Elbit Systems C4I and Cyber.<sup>258</sup> These C4I systems form the nervous system of Israeli military operations in the West Bank: they enable real-time coordination of army units, centralization of surveillance data, and management of operations to maintain the occupation. Microoled, based in Grenoble, supplied OLED micro-displays to Elbit Security Systems in Sderot (division specializing in perimeter surveillance and population control systems), deployed extensively in the West Bank.<sup>259</sup> Amphenol Air LB has continuously supplied connectors to Elbit Systems EW & SIGINT-Elisra (see Part 1, pp. 21-28), capabilities directly used to intercept communications and track individuals in the context of the occupation.

**Arguments based on civilian use are therefore invalid on two counts: first, because international law prohibits any transfer in a context of genocide, regardless of the nature of the equipment; and second, because in the Israeli context, the line between civilian and repressive use is structurally nonexistent.** By authorizing these deliveries to entities whose documented functions include repression, colonization, and the annexation of territories deemed illegally occupied by the ICJ, the French government has simultaneously failed to meet its duty of care, its obligation of non-assistance, and the express prohibitions of the ATT and the European Common Position.

## **C. Charles De Gaulle Airport: A Known Hub for Covert Military Traffic**

The second aspect of France's complicity, the transit of F-35 components through Roissy-Charles de Gaulle Airport, further highlights the gap between official rhetoric and reality. Between April and October 2025, at least 117 shipments of F-35 stealth fighter components transited through the airport, originating from Lockheed Martin sites and U.S. military bases, bound for Nevatim Air

<sup>254</sup> See Part 1, p. 17

<sup>255</sup> See Part 1, p. 6-8

<sup>256</sup> See Part 1, p. 7

<sup>257</sup> See Part 1, p. 15

<sup>258</sup> See Part 1, p. 20

<sup>259</sup> See Part 1, p. 15

Base in Israel (see Part 2, pp. 28–43).

As reported in Part II of this report: **without these components, Israeli F-35Is cannot fly or strike. The nature of these shipments precludes any classification as dual-use goods or defensive equipment: parts for stealth fighters intended solely for Israel's F-35I base, in the context of more than 3,000 documented strikes against Gaza, Lebanon, and Iran, unambiguously fall under the absolute prohibition set forth in Article 6.3 of the ATT.**

By allowing these shipments to pass through its territory week after week, France has failed to fulfill its obligation to regulate transit under Article 9 of the ATT, violated its obligation of non-assistance under the Genocide Convention, and disregarded the ICJ's binding orders of 2024. The French government has never publicly mentioned this transit. No official statement refers to it. No enhanced control procedures have been announced. This active concealment of a continuous military flow directly contradicts repeated statements regarding the rigor of French controls, and constitutes, under international law, evidence of a clear case of wrongful inaction.

France possesses the legal means to put an end to this complicity. Yet, it has chosen not to do so. This choice is not neutral: under international law, it constitutes a breach of its obligations. And this failure to act has a name: complicity.

# Conclusion

The findings of this report highlight a sharp contradiction between claims made by Macron's government in the past two years and the evidence presented. On June 6, 2025, then Minister of Armed Forces, Sebastien Lecornu (now Prime Minister) claimed "There are no weapons being sold to Israel."<sup>260</sup>

However, exports cannot take place without political approval. France has a regulated arms trade. It is prohibited for a company to sell arms unless authorized by the government through a commission chaired by the Prime Minister.<sup>261</sup> The commission responsible for reviewing arms and military exports in France is called the CIEEMG (the Interministerial Commission for the Review of War Material Exports). Export authorization requests are subject to regular advisory opinions issued by the CIEEMG. These opinions are submitted to the Secretary General of Defense and National Security, who, under delegated authority from the Prime Minister, renders the final approval or denial.<sup>262</sup>

**Since October 2023, at least 525 shipments of military-related components originating from France have flown to Israel. Additionally, between April 2025 and October 2025, more than 117 fighter jet parts have transited through Paris-Charles de Gaulle airport to be used by the Israeli Air Force.**

This is not an oversight of the government, These shipments testify to the depth of France's complicity in the genocide. Export data shows, it is the entire French infrastructure which facilitated the pipeline of military goods. From French-made components used in artillery vehicles, drones, electronic warfare systems, to Charles de Gaulle airport being used as a transit hub to ship fighter jet parts bound for the Israeli military, **Macron's government bears full responsibility for allowing French manufacturers to export components to Israeli defense manufacturers.**

In the past two years, unions have taken actions to stop their government and manufacturers' complicity. They refused to load containers containing military goods such as ammunition links for machine guns and barrel tubes for self-propelled howitzers bound for Israel. They forced Maersk to remove the port of Fos-sur-Mer from one of its Mediterranean shipping routes.<sup>263</sup> Unions at Charles de Gaulle airport called on all workers, whether unionized or not, to refuse to load military cargo to Israel.<sup>264</sup> Where the government lack commitment to implement an arms embargo, the people will mobilize and organize to stop the logistic chain of death to be fueled to Israel to continue its genocide of the Palestinian people and it's war on Lebanon and the region.

---

<sup>260</sup> [La France ne vend pas d'armes à Israël, réaffirme le ministre des armées après le refus de dockers de charger un conteneur de composants militaires](#), *Le Monde*, 7 June 2025.

<sup>261</sup> [Ventes et transferts d'armes vers Israël : Paris accusé de complicité des souffrances à Gaza](#), *Anadolu Ajansi*, 12 June 2025.

<sup>262</sup> Ibid.

<sup>263</sup> [Livraisons d'armes à Israël : à Fos-sur-Mer, les dockers forcent le transporteur Maersk à revoir ses plans](#) *Révolution Permanente*, 30 May 2025.

<sup>264</sup> [Aéroport de Roissy-Charles-de-Gaulle : la cargaison d'un vol vers Israël jugée problématique par les syndicats](#), *Actu Paris*, 8 July 2025.

France must therefore:

- 1. Implement a full and comprehensive bilateral arms embargo on Israel.**
- 2. Cancel, through the Interministerial Commission for the Review of War Material Exports (CIEEMG), all export authorization for arms, components, parts and dual-use items to Israel and its entities.**
- 3. Suspend and revoke all authorisations for the transit of military-bound shipments to Israel through France and its infrastructures, and put an end to the use of Roissy-Charles de Gaulle as a transit hub.**
- 4. Impose sanctions on every complicit actor in the logistics chain, manufacturers and transport operators alike, involved in the pipeline of military goods bound for Israel.**

It is up to the people of France, civil society, unions, institutions, to stop any form of complicity in the genocide against Palestinians. France must be held accountable for its complicity.

Research compiled by  
**Palestinian Youth Movement (PYM)**  
**People's Embargo for Palestine**  
**Urgence Palestine**



The **People's Embargo For Palestine** is an international movement for coordinated pressure on government, corporations and institutions to stop arming Israel by enforcing embargoes on Israel.

**instagram** @peoplesembargoforpalestine  
**website** embargoforpalestine.com



The **Palestinian Youth Movement (PYM)** is a transnational, independent, grassroots movement of Palestinian and Arab youth struggling for the liberation of our homeland

**instagram** @palestinianyouthmovement  
**website** palestinianyouthmovement.com



**Urgence Palestine** is a movement in support of the Palestinian people's resistance for their liberation from the Mediterranean to the Jordan River. Bringing together citizens, associations, unions, and political organizations, structured around a Palestinian-centered approach, it gives a voice to Palestinians and their allies in the struggle for the liberation of Palestine and the self-determination of the Palestinian people.

**instagram** @urgencepalestine  
contact@urgence-palestine.fr