



European Parliament

Intergroup on resilience, disaster management, and civil protection

Brussels, 7 October 2026

To

Ms Ursula von der Leyen, President of the European Commission

Subject: EU-Canada summit (29-30 October): Do not outsource Europe's civil protection sovereignty

Dear President,

According to a draft joint statement from Coreper II, the EU and Canada will announce at their summit the purchase of 50 De Havilland firefighting aircraft, to be deployed by 2030. That is more than double the 22 aircraft ordered in 2024 for the rescEU fleet, and the text is silent on financing, allocation of the aircraft and any industrial return for Europe.

We strongly support the partnership with Canada, a trusted ally facing the same growing wildfire threat. But cooperating does not mean outsourcing the production of our essential civil security and defence capacities. Our fire seasons overlap: pooling aircraft with a partner who needs them at the same time is an operational illusion. Every region must have its own means, including Europe, in the name of their sovereignty.

Several billion euros of public money would fund thousands of jobs and strategic know-how outside the Union. Meanwhile, Europe is financing its own solutions. Hynaero's Frégate-F100 is being industrialised in France, in cooperation with Italian and Spanish partners, and Keppeler's 72 began flight testing in September. At the same time, Positive Aviation is transforming ATR 72 into amphibious firefighter aircraft, and Airbus A400M firefighting kit has been used for the first time this summer in Gironde.

But Europe is not starting from scratch: European manufacturers are already producing firefighting helicopters that must be fully leveraged to strengthen our civil protection capacity. The argument that Canadair is the only option available no longer holds: the next DHC-515 deliveries to France and the EU are not expected before 2032-2033, the very horizon of the first European aircraft.

By capturing almost all European public demand for the decade, a purchase of 50 Canadair would deprive European manufacturers of the orders they need to finance certification, ramp-up and the assembly line. What we have learned to do for defence, we must do it for civil protection: buy European when a European offer exists.

We therefore urge you, before the summit, to:

1. **Clarify** the financing, volume and destination of the aircraft envisaged;
2. **Refrain** from any commitment that pre-empts rescEU needs beyond strictly necessary transition capacities;
3. **Reserve** a share of European public procurement for programs designed and assembled in Europe, including in the revision of the UCPM and the next MFF.

With the intensification of risks, strategic autonomy cannot stop at the door of civil protection. We count on you to protect it.

Yours sincerely,



Grégory Allione, Chair of the Intergroup on Resilience, Disaster Management and Civil Protection

*As you said during 2026 State of the Union address:
"New joint projects are getting off the ground. And we are
spending more European than ever before. That is good"*

Co-signed by the Members of the Intergroup:

*We now expect these words to
be followed by concrete action.*

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