



BRAD SHERMAN
UNITED STATES CONGRESS

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Secretary John Kerry
U.S. Department of State
2201 C Street, NW.
Washington, DC 20520

Secretary Jacob Lew
U.S. Department of the
Treasury
1500 Pennsylvania Ave, NW
Washington, D.C. 20220

Secretary Penny Pritzker
U.S. Department of
Commerce
1401 Constitution Ave., NW
Washington, D.C. 20230

Re: Deny Licenses to Sell Aircraft to Iran

Dear Secretaries Kerry, Lew, and Pritzker:

I write concerning recent reports that Boeing, Airbus, and other major aircraft manufacturers have reached agreements to sell significant quantities of civil aircraft to Iran Air.

While Iran Air was removed from the United States list of sanctioned entities (the Specially Designated Nationals or SDN List) pursuant to the Joint Comprehensive Plan of Action (JCPOA), I believe that the agencies under your control should not license transfers of aircraft to Iran Air at this time and for the foreseeable future.

The United States designated Iran Air under Executive Order 13382 in June, 2011 for providing material support to the Iranian Revolutionary Guard Corps (IRGC). There is absolutely no reason to believe that the conduct for which Iran Air was designated has actually stopped.

As you know Iran Air's partner, the IRGC, remains under sanction itself; it is also designated under Executive Order 13382. Separately, the IRGC's expeditionary arm, the Quds Force, was designated pursuant to Executive Order 13224 for support of terrorism. The JCPOA did not affect the status of the IRGC or the IRGC-Quds Force, and for good reason – they remain deeply involved in proliferation and terrorism.

It is almost certain that Iran Air continues to support the IRGC and the Quds Force. Tracking information shows that Iran Air aircraft have recently traveled between Abadan and Damascus, a route whose principal purpose is to transit arms and materiel to forces loyal to Syria's president Bashar Assad.

The Syrian civil war has killed hundreds of thousands and has displaced or killed literally half the population of that country. The blame falls squarely on Assad's regime, which itself is under sanction by the United States. Iran Air's aircraft will undoubtedly be used in the future to continue to funnel lethal assistance to Assad, to Hezbollah, and to other terrorist entities.

In addition to support for Assad, Iran has a penchant for direct sponsorship of terrorism. At times, the Iranians have found it convenient to use civil aircraft to assist in these operations.



Iran Air could also serve as a procurement front for sanctioned entities, and/or for Iran's military or the IRGC's armed forces. Just last year, Iran's Mahan Air, a designated airline also linked to the IRGC, used a non-designated Iraqi entity to successfully evade export controls and sanctions policies to acquire several Airbus passenger aircraft.

Until Iran gets out of the business of supporting terrorism and supporting Assad's regime in Syria, the United States should not license the sale of aircraft to Iran Air. It is virtually certain that Iran Air will use these aircraft for nefarious purposes.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad Sherman", written in a cursive style.

Brad Sherman
Member of Congress