



Israeli army deployed on the border with the Gaza Strip, with various types of 155-mm shells laid out on the ground, October 2023 (Jack Guez / AFP).

EXPOSING CANADIAN MILITARY EXPORTS TO ISRAEL

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Executive Summary

For the first time, complementary shipping records and government data provide the most detailed public snapshot to date of Canada's military support for Israel's assault on Gaza—contradicting repeated claims that Canada had stopped sending weapons to Israel.

As of July 23, 2025, the Gaza Ministry of Health reports that at least 59,219 Palestinians have been killed and 143,045 have been injured in Gaza since October 7, 2023.¹ As a signatory to the Geneva Conventions and Arms Trade Treaty, Canada is legally obligated to prevent and not be complicit in genocide, and must ensure that its actions, including arms transfers, do not facilitate serious violations of international law.²

This report unveils the hidden reality behind Canada's public statements on arms exports to Israel, revealing a systematic deception that has enabled the flow of Canadian-made weapons directly into one of the deadliest military assaults in modern history. Using two complementary methodologies never before applied to track Canadian arms exports—commercial shipping data tracing direct shipments from Canadian manufacturers to Israel through July 2025, and Israeli Tax Authority (ITA) import data from October 2023 to May 2025—this report exposes a vastly different reality than government claims: a continuous, massive pipeline of Canadian weapons flowing directly to Israel.

While former Foreign Affairs Minister Joly and Prime Minister Trudeau, as well as current Prime Minister Mark Carney have repeatedly insisted that Canada has restricted arms exports to Israel, this report uncovers:

- **47 shipments with detailed commercial shipping records** uncovered from manufacturers in Canada selling military-related components to Israeli weapons companies between October 2023 and July 2025;
- **421,070 bullets exported to Israel** since the Gaza assault began, including **one shipment in April 2025 alone containing 175,000 bullets**;
- **Three shipments of cartridges** from a **General Dynamics Ordnance and Tactical Systems (GD-OTS)** facility in Repentigny, Quebec, including one that occurred nine days after the then-Foreign Affairs Minister publicly pledged that Canada would block munitions exports from the same Quebec company to the Israeli military;
- **391 shipments including bullets, military equipment, weapons parts, aircraft components, and communication devices** exported from Canada to Israel between October 2023 and June 2025, according to data from the Israeli Tax Authority (ITA) – representing only a portion of total exports;

¹ [Humanitarian Situation Update #307 | Gaza Strip - occupied Palestinian territory | ReliefWeb](#) Humanitarian Situation Update #30.7 – Gaza Strip, OCHA, 22 July 2024.

² [Canada 'must not sit quietly on the sidelines' after ICJ genocide ruling on Gaza](#), Amnesty International Canada, 29 January 2024.

- **Shipments from seven Canadian cities** destined primarily for Israel's largest weapons company Elbit Systems and its subsidiaries, along with other Israeli defence firms including Elta Systems, WaldyTech, Snunit Aviation and NIRON Systems;
- **Around 100 international flights transporting Canadian components to Israel – 64 of them commercial passenger flights** where military cargo was loaded beneath civilian travelers on routes through Frankfurt, Paris, New York, Abu Dhabi, and New Delhi.

The findings confirm the continued export of military goods to Israel in 2025, despite repeated Canadian government statements asserting restrictions or prohibitions on such transfers. They reveal that weapons continued flowing to Israel throughout 2024 and 2025 under the record-breaking number of permits authorized before the government's January 2024 pause. The sheer volume of these shipments, detailed in different sections of this report, highlights the scale of pre-approved permits.

By continuing to send arms transfers to Israel, Canada is violating both domestic law and its commitments under international law. Faced with the unfolding ethnic cleansing and the mass starvation of Palestinians in Gaza, and bound by its legal and moral duties, Canada must urgently impose a full two-way arms embargo on Israel. This requires canceling all active arms export permits, closing loopholes for U.S. transfers, banning surveillance and dual-use technology, and canceling all contracts and planned purchases of military goods from Israel.

Mechanisms of the Canada-Israel Arms Trade

The flow of military goods between Canada and Israel operates through three distinct avenues, creating a multi-faceted trade relationship. The first channel involves direct commercial exports from Canadian companies to Israel. The second channel consists of indirect exports where Canadian arms are shipped to Israel through transfers via the United States, employing a major loophole³ exempting them from Canada's permitting requirements,⁴ Canada's human rights risk assessment regime, and any measure of transparency. Finally, Canada also imports Israeli military technology and hardware, including the purchase of weapons⁵ that have been deployed against Palestinians during the current bombardment of Gaza, and are in turn marketed⁶ to international customers like the Government of Canada as "battle-tested" and "combat-proven."⁷

The primary focus of this report is to present new evidence on the first category: direct military exports from Canada to Israel.

Export of Military Goods Directly to Israel

The Government of Canada is responsible for regulating the export of all weapons and military goods from Canada to Israel.⁸ All proposed transfers require export permits to be issued under the Export and Import Permit Act (EIPA)⁹ by Global Affairs Canada and for which the Minister of Foreign Affairs is ultimately responsible. Applications for export permits from Canada to any foreign entity are made for a maximum value of goods and are typically valid and left open for at least two to three years from the date of approval, and up to five years.¹⁰

In response to growing public pressure to end weapons exports to Israel, Global Affairs Canada claimed to have paused issuing any new export permits as of January 8 2024¹¹ and in August 2024 announced they had suspended around 30 of the existing permits. However, shipments of arms to Israel were allowed to proceed under hundreds of previously approved permits. This communications ploy allowed Canadian companies to continue to profit from Israel's genocide while the federal government misled Canadians into believing they were no longer arming the Israeli occupation forces in Gaza.

3 [Canada banned military exports to Israel – but critics say there's an 'absolutely appalling' loophole](#), *Toronto Star*, 23 August 2024.

4 [Feminist Foreign Policy Fail? Assessing Canada's Human Rights Obligations In Gaza](#), *International Human Rights Program at the University of Toronto Faculty of Law, and Global Human Rights Clinic at the University of Chicago Law School*, October 2024.

5 [Canadian Military Buying \\$43 Million Of Israeli Missiles Used In Gaza Attacks](#), *The Maple*, 4 March 2024.

6 [Israeli weapons firm Rafael uses Gaza killing in marketing campaign](#), *Middle East Eye*, 14 July 2025.

7 [Our Story](#), *Rafael Advanced Defense Systems Ltd.*, (as of July 2025.)

8 [Export and brokering controls handbook](#), Global Affairs Canada (Export and Import Controls, Transparency & Accountability), current (as of July 2025).

9 [Export and Import Permits Act](#), Justice Laws Website (Government of Canada), current to June 25, 2025 (originally enacted 1985).

10 [Frequently Asked Questions: Arms Embargo on Israel](#), Canadians for Justice & Peace in the Middle East (CJPME), May 2024.

11 [Canada suspends arm-sales permits to Israel via U.S.](#), *The Globe and Mail*, September 10, 2024.

The Canadian government appears to have pursued a strategy of rushing through a record-breaking number of arms export permit approvals to Israel¹² prior to publicly committing to pause approving any new ones. This was then quietly undermined by a series of exceptions and loopholes that were only acknowledged when exposed through media investigations or parliamentary scrutiny. This indicates that the government's policy shifts were more symbolic than substantive, aimed at diffusing public criticism while maintaining material support.

Canada's Ongoing Military Shipments to Israel

This analysis of commercially-available export data uncovered 47 shipments from Canada-based arms manufacturers to Israeli defence manufacturers between October 2023 and July 2025. Crucially, the 47 direct shipments traced here are only “a glimpse,” not an exhaustive record of all military supplies Canada sent to Israel during this time. They raise serious concerns about the deep integration between North American arms manufacturers and the Israeli military-industrial complex steeped in the illegal occupation of Palestine.

Of the 47 shipments identified in this report, 45 were shipped via air (freight transported via airplanes) and two via rail and then maritime transportation. Although these constitute direct exports of military goods from Canada to Israel, the shipments were routed through intermediary transit points – including New York, Frankfurt, Paris, Liège, and Abu Dhabi – before reaching their final destination.

Originating from 21 different companies across Canada, the shipments identified in this report were sent to 6 different Israeli defence manufacturers. 38 went to Israel's largest defence company, Elbit Systems, either as the principal recipient of the goods, or via subsidiary companies operating on its behalf.

Shipments to Elbit Systems were identified as being primarily directed to the following facilities:

- **Elbit Systems - Ltd (Advanced Technology Center) in Haifa and Ltd in Karmiel:** The corporate headquarters and a primary research and development hub, oversees the company's diverse portfolio and defence electronics systems.¹³
- **Elbit Systems - Cyclone in Karmiel:** Specializes in the design, manufacture and maintenance of metal and composite structures for military and commercial aircraft and helicopters.¹⁴
- **Elbit Systems - Electronic Warfare and Signals Intelligence in Holon:** Develops advanced electronic warfare and signals intelligence.¹⁵

¹² [Canada's weapons exports in 2023](#), *Ploughshares*, September 23, 2024.

¹³ [Serving the Composites World in Israel and the US](#), *CompositesWorld*, 1 July 2018.

¹⁴ [Land C4ISR](#), Elbit Systems, current (as of July 2025).

¹⁵ *ibid.*

- **Elbit Systems - Land and C4I in Netanya:** Provides integrated command, control, communications, computers and intelligence systems for land forces.¹⁶

Refer to **Appendix C** for comprehensive analysis of Elbit Systems and its relationship to Canadian manufacturers.



Figure 1. **Shipping routes from Canadian Cities to Different Transshipment Cities Before Reaching Israel** (view [online](#))

Shipments by Canadian City of Origin

This report summarizes the 47 military shipments to Israel by Canadian city of origin, visualized in accompanying tables. For each shipment, the tables specify the Canadian exporter and Israeli recipient, the logistical data including shipment routes and dates, and a technical description of the goods.

Commercially-available export data reveals that transporting these 47 shipments from Canadian cities to Israeli defence manufacturers required over 100 flights. Notably, 64 of these flights were commercial passenger flights, meaning that military-related cargo was transported alongside civilian passengers. This applies to routes connecting cities such as New York, Chicago, Abu Dhabi, New Delhi, Baku, and European hubs including Frankfurt, Paris, and Athens.

The airlines complicit in carrying military goods to Israel include Air Canada, Air Transat, Air France, Air India, Avelo Airlines, Challenge Airlines, El Al Israel Airlines, Etihad Airways, Eurowings Discover, FedEx, Lufthansa, and SilkWay Airlines.

¹⁶ [Israel MOD Procures Advanced Communication Systems from Elbit Systems for Approximately \\$130M](#), *Elbit Systems*, 16 December 2024.

The shipment routes uncovered demonstrate that these military goods were not only manufactured in Canadians’ backyards,¹⁷ they were also transported with Canadian infrastructure. These shipments rely on Canadian highways and rails to get to Canadian airports and ports to be loaded onto airplanes and ships destined for Israel. Understanding when, where, and how Canadian-made military goods are transported to Israel offers a fuller picture of the Canada-Israel arms trade – and exposes new sites of complicity and of intervention.

MONTREAL

From this analysis, Montreal emerges as a key hub in the supply chain of both munitions and advanced military systems destined for Israel. As shown in the table below, General Dynamics Ordnance and Tactical Systems, Repentigny, Quebec, shipped ammunition described as “cartridges” to Israel. Notably, previously disclosed contracts had detailed plans to produce mortar cartridges at GD OTS’s Quebec facilities for purchase by the U.S. Department of Defense, which would then provide them to Israel.¹⁸ While it is not confirmed that these specific shipments are part of that contract, their existence indicates an ongoing flow of ammunition and components, potentially surpassing what had been publicly acknowledged by the Canadian government.



Figure 2. **120mm HE Mortar Cartridge (General Dynamics)**

The following table details 19 shipments of military goods from Montreal-based Canadian suppliers to various Elbit Systems subdivisions. It also includes **3 shipments of cartridges to Tel Aviv in Israel, from April 2024 to July 2025. The latest leaving Montreal on July 18, 2025.** A second table details two sea shipments from Halifax, Nova Scotia (CAHAL) to Haifa (ILHFA) and Ashdod (ILASH), involving CMC Electronics and Elta Systems, the most recent of which departed on 11 July, 2025.

¹⁷ Canada Stop Arming Israel – Company Index and Map, World Beyond War
¹⁸ [Israel – M933A1 120mm High Explosive Mortar Cartridges](#), Defense Security Cooperation Agency, 13 August 2024.

Sender - Receiver	Goods Description	Route	Departure Date	Arrival Date
General Dynamics OTS > Tel Aviv	Cartridges	YUL > JFK > TLV	18 July 2025	23 July 2025
General Dynamics OTS > Tel Aviv	Cartridges	YUL > JFK > TLV	22 May 2025	28 May 2025
CMC electronics > Elbit Systems Ltd (Karmiel)	Doppler Navigation Sensors	YUL > YYZ > DEL > TLV	23 April 2025	28 April 2025
CAE Inc > Elbit Systems Ltd (Haifa)	LED Switch	YUL > YYZ > DEL > TLV	11 April 2025	15 April 2025
CMC electronics > Elbit Systems - Ltd (Karmiel)	Antennas and Doppler Navigation Sensors	YUL > JFK > TLV	31 March 2025	3 April 2025
CAE Inc > Elbit Systems Ltd (Karmiel)	Elbit Systems Repairs	YUL > JFK > TLV	21 February 2025	27 February 2025
CMC electronics > Elbit Systems Ltd (Karmiel)	Dual Processor Interface Test Station	YUL > JFK > TLV	21 January 2025	25 January 2025
CMC electronics > Elbit Systems Ltd (Karmiel)	Doppler Navigation Sensor	YUL > JFK > TLV	17 January 2025	23 January 2025
CMC electronics > Elbit Systems Ltd (Karmiel)	Doppler Navigation	YUL > JFK > TLV	30 December 2024	4 January 2025
CAE Inc > Elbit Systems Ltd (Karmiel)	Elbit Systems Repairs	YUL > JFK > TLV	18 December 2024	28 December 2024
Pratt & Whitney > Snunit Aviation	Aircraft Engine - PT6a-67f	YUL > JFK > TLV	25 October 2024	31 October 2024
Apollo > Elbit Systems EW and SIGINT	Coupler and Adaptor	YUL > ORD > GYD > TLV	7 October 2024	15 October 2024
General Dynamics OTS > Tel Aviv	Cartridges	YUL > JFK > TLV	19 September 2024	15 October 2024
Rheinmetall > Elbit Systems Land and C4I	Vss Antenna Base Kit	YUL > ATH > TLV	17 August 2024	19 August 2024
CAE Inc > Elbit Systems Advanced Technology Center	Slipball Assembly	YUL > YYZ > DEL > TLV	18 July 2024	23 July 2024
CAE Inc > Elbit Systems Advanced Technology Center	Spare Parts	YUL > YYZ > DEL > TLV	4 July 2024	11 July 2024
Marinvent Corporation > Elbit Systems Advanced Technology Center	APM Parts	YUL > YYZ > DEL > TLV	20 June 2024	24 June 2024
CAE Inc > Elbit Systems Advanced Technology Center	Connector	YUL > YYZ > DEL > TLV	10 June 2024	16 June 2024
Apollo > Elbit Systems EW and SIGINT	Coupler and Adaptor	YUL > YYZ > DEL > TLV	10 June 2024	16 June 2024

Table 1. **Montreal shipments to different Elbit Systems' subdivisions and Israeli manufacturers from April 2024 to July 2025.**

Key findings from this data include:

- Cartridge shipments left General Dynamics’s facility in Repentigny on 19 September 2024 – just nine days after then-Foreign Minister Joly publicly pledged that Canada would block munitions exports from the same Quebec company to the Israeli military via the United States. A second shipment followed on 22 May 2025, and then a third on 18 July 2025, which undermines the narrative of Canada’s supposed halt on arms exports.¹⁹
- Two shipments categorized as “Elbit Systems Repairs” on 18 December 2024, and 21 February 2025, leaving CAE located in Saint Laurent, Quebec, and destined for Elbit Systems – Cyclone in Karmiel.

Beyond the direct export of munitions, Canada’s military-industrial complex provides a steady stream of advanced systems that actively facilitate Israel’s criminal military operations in Palestine. Technologies such as Doppler navigation sensors from CMC Electronics, battlefield management systems from Rheinmetall Canada, and electronic warfare components from Apollo may appear benign, but in practice they form the essential technological infrastructure of modern combat. These systems enhance target acquisition, coordinate ground offensives, and facilitate electronic dominance on the battlefield. Far from neutral, they are integral to the execution of lethal operations. Through these arms exports Canada directly facilitates Israel’s criminal military occupation and their ongoing genocide of the Palestinian people across the Occupied Palestinian Territories.

Sender > Receiver	Goods Description	Route	Vessel/ Voyage	Departure Date	Arrival Date
CMC Electronics > Elbit Systems Ltd (Karmiel)	Doppler Navigation Sensor Test Station	MTL > CAHAL > ILHFA	ZIM PACIFIC (355E)	11 July 2025	20 August 2025
Rheinmetall > Elta Systems	Jacks and equipments for Radar Systems (Regulated Military Cargo)	MTL > CAHAL > USSAV > ILASH	ZIM PACIFIC (345E) ZIM ASIA (45E)	25 March 2024	7 May 2025

Table 1.5 **Canadian Military cargo going to Elta Systems and Elbit Systems in Israel, by sea, in 2024 and 2025.**

The maritime shipments identified were shipped by Israel’s largest cargo shipping company Zim by rail from Montreal to Halifax before being loaded on Zim ships to travel to the ports of Haifa and Ashdod. The shipments included specialized avionics, radar systems, and aircraft components bound for Israeli defence firms Elbit Systems and Elta Systems. These exports, ranging from precision electronics to structural parts for fighter jets, highlight Canada’s active role in supplying critical technologies that directly support Israel’s military infrastructure. Such transfers underscore the depth of industrial collaboration between arms manufacturers in Canada and Israel’s arms industry, particularly in sustaining advanced weapons systems and surveillance capabilities. Refer to **Appendix A** for company profile and description of the goods.

¹⁹ [Canada halts 30 arms export permits to Israel, including US-linked deal](#), *Middle East Monitor*, 11 September 2024.

Figure 3 below summarizes the used shipment routes that were used to deliver the shipments that originated from Montreal.

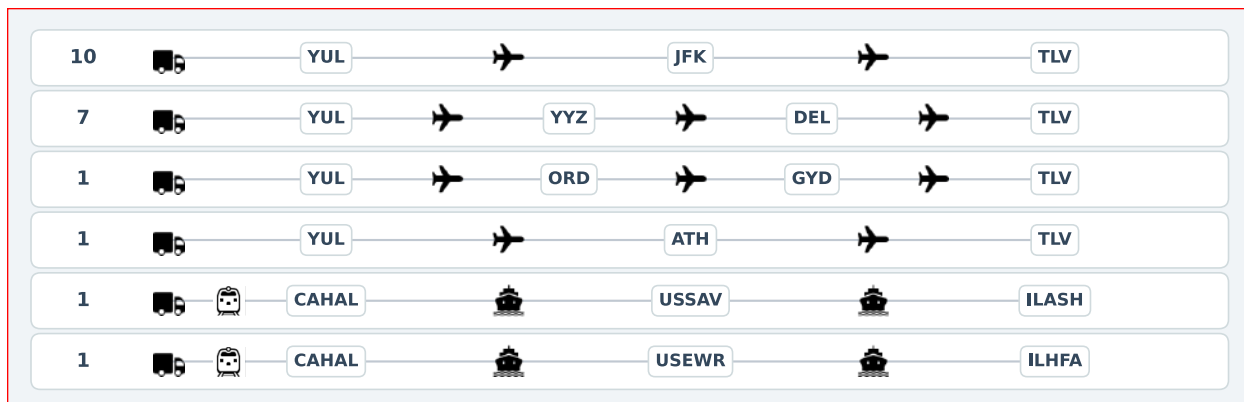


Figure 3. **Shipment routes used by Montreal and the number of shipments found per route.**

HALIFAX

The following table details five shipments labeled as “military aircraft parts” and one as “aircraft part,” sent by Canada’s Stelia Aerospace to Elbit Systems-Cyclone between November 2023 and September 2024.

Sender - Receiver	Goods Description	Route	Departure Date	Arrival Date
Stelia > Elbit Systems - Cyclone	Military Aircraft Parts	YUL > CDG > TLV	3 September 2024	5 September 2024
Stelia > Elbit Systems - Cyclone	Military Aircraft Parts	YUL > CDG > TLV	14 August 2024	22 August 2024
Stelia > Elbit Systems - Cyclone	Military Aircraft Parts	YYZ > FRA > TLV	30 May 2024	1 June 2024
Stelia > Elbit Systems - Cyclone	Military Aircraft Parts	YYZ > FRA > TLV	23 April 2024	24 April 2024
Stelia > Elbit Systems - Cyclone	Military Aircraft Parts	YYZ > FRA > TLV	27 March 2024	31 March 2024
Stelia > Elbit Systems - Cyclone	Aircraft Parts	YHZ > YYZ > FRA > TLV	22 November 2023	4 December 2023

Table 2. **Military aircraft parts to Elbit Systems Cyclone in Karmiel from Lunenburg, from Nov. 2023 to Sept. 2024.**

Stelia Aerospace manufactures key structural components for the F-35 stealth airframe, including composite panels that form part of the fuselage and precision shims used to operate the jet’s weapons bay doors. These parts are shipped to Elbit’s Cyclone’s facility to fulfill the company’s contracts²⁰ with Lockheed Martin to assemble individual F-35 components into larger assemblies for the fighter jets used to carry out the ongoing, brutal assault on Palestinians, as explained in the **Role of Canadian Technology in the F-35’s Operational Use in Gaza** section of this report.

²⁰ [Elbit Systems Awarded Contract to Supply Additional Complex Composite Structural Assemblies for the F-35 Aircraft](#), Elbit Systems, 14 September 2020.

Refer to **Appendix A** for company profile and description of the goods.



Figure 4. **Shipment routes used by Halifax and the number of shipments found per route.**

OTTAWA

The following table highlights Calian GNSS, a satellite navigation manufacturer shipping to the Electronic Warfare and Signal Intelligence division of Elbit Systems.

Sender - Receiver	Goods Description	Route	Departure Date	Arrival Date
Calian GNSS > Elbit Systems EW and SIGINT	GPS Antenna	YUL > YYZ > DEL > FRA > TLV	30 April 2025	11 July 2025

Table 3. **Ottawa shipment to Elbit Systems in Holon from 2025.**

Given its destination to Elbit Systems EW and SIGINT, the “GPS Antenna” is expected to be integrated into defence systems such as UAVs, secure communication platforms, or surveillance technologies as part of the navigation system.

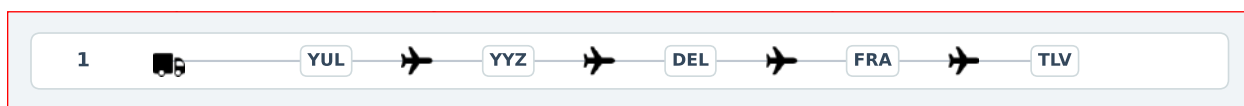


Figure 5. **Shipment routes used by Ottawa and the number of shipments found per route.**

VANCOUVER

The following table documents two shipments from a Canadian manufacturer to a subdivision of Elbit Systems in Karmiel, Israel, in September 2024 and February 2025.

Sender > Receiver	Goods Description	Route	Departure Date	Arrival Date
Anodyne Electronics Manufacturing Corporation (AEM) > Elbit Systems Ltd (Karmiel)	Aircraft audio amplifier	YVR > FRA > TLV	27 February 2025	2 March 2025
Anodyne Electronics Manufacturing Corporation (AEM) > Elbit Systems Ltd (Karmiel)	Aircraft audio amplifier (for military use)	YVR > MUC > TLV	10 September 2024	12 September 2024

Table 4. **Vancouver shipment to Elbit Systems in Karmiel from September 2024 to 2025.**

Commercially-available export data indicate that AEM supplied aircraft audio amplifiers to Elbit Systems. This device is a critical component of an aircraft’s intercom and communications system, responsible for amplifying cockpit and mission audio to ensure reliable communication between crew members and external radio systems. Although audio amplifiers are technically dual-use, their application depends entirely on the final system they are integrated into. Elbit plays a crucial role in outfitting military helicopters, UAVs, and intelligence and surveillance aircraft.

Refer to **Appendix A** for company profile and description of the goods.



Figure 6. **Shipment routes used by Vancouver and the number of shipments found per route.**

CALGARY

The table below outlines 4 military shipments from Canadian manufacturers to NIRON systems and WaldyTech in Israel, between June 2024 to June 2025.

Sender > Receiver	Goods Description	Route	Departure Date	Arrival Date
Inova Geophysical. > Niron Systems	NXT Fixture	YYC > AUH > TLV	11 June 2025	26 June 2025
Inova Geophysical. > Niron Systems	G3i NXT, Seismic Processing Module, STANDARD PCIe, Rackmount	YYC > FRA > TLV	9 April 2025	11 April 2025
Novatel > Waldy Tech	Gps Antenna	YYC > FRA > TLV	22 January 2025	29 January 2025
Novatel > Waldy Tech	Gps Receiver	YYC > AUH > TLV	18 June 2024	20 June 2024

Table 5. **Calgary shipments to Israeli manufacturers in Netanya and Herzliya Pituah from June 2024 to June 2025.**

These shipments highlight the transfer of critical enabling technologies for Israel’s military apparatus. Inova Geophysical, a company specializing in seismic equipment, shipped components identified as “Elbit parts” directly to Niron Systems, a key Israeli defence contractor that develops avionics and weapon delivery systems. Separately, Novatel, a manufacturer of high-precision GNSS technology, supplies its products to the Israeli defence sector through its official local reseller, WaldyTech, an approved supplier to companies like Elbit and Rafael.²¹ Both cases demonstrate how commercially-developed Canadian technology is channeled into the core of Israel’s military guidance and targeting systems.

21 [About Us](#), WALDYTECH., as of July 2025.

Refer to **Appendix A** for company profile and description of the goods.

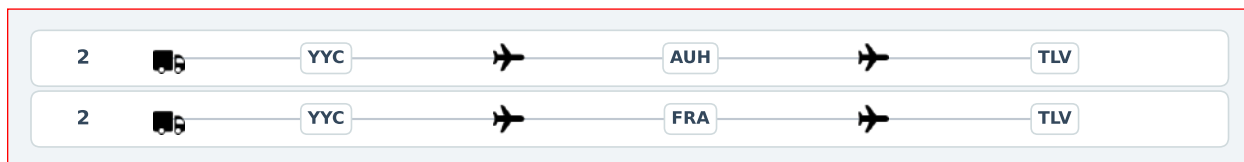


Figure 7. **Shipment routes used by Calgary and the number of shipments found per route.**

GREATER TORONTO AREA & WATERLOO

The following table details 13 shipments from Canadian manufacturers to various subdivisions of Elbit Systems and IMI Systems Ltd. in Israel, spanning from October 2023 to April 2025.

Sender > Receiver	Goods Description	Route	Departure Date	Arrival Date
Dishon Limited > IMI Systems Ltd	Bushing Welding Machine	YYZ > FRA > TLV	30 April 2025	2 May 2025
Communication & Power Industries > Elbit Systems - Land and C4I	Amplifiers	YYZ > FRA > TLV	9 April 2025	13 April 2025
Pixus Technologies > Elbit Systems EW and SIGINT	Enclosure Semi Rugged	YYZ > FRA > TLV	9 April 2025	13 April 2025
Noranco (a PCC Company) > Elbit Systems - Cyclone	Hinge, Shaft and Coupling	YYZ > FRA > TLV	6 April 2025	8 April 2025
AM Rubber & Foam Gaskets Inc.> Elbit Systems - Cyclone	Plain Insulation Foam	YYZ > FRA > TLV	6 April 2025	8 April 2025
Enercorp Instruments Ltd. > Elbit Systems - Cyclone	Thin Film Pt100	YYZ > FRA > TLV	6 April 2025	8 April 2025
AM Rubber & Foam Gaskets Inc. > Elbit Systems - Cyclone	Plain Insulation Foam	YYZ > CDG > TLV	7 March 2025	12 March 2025
Noranco (a PCC Company) > Elbit Systems - Cyclone	Nut, Bearing, Hinge, and Shaft	YYZ > CDG > TLV	26 February 2025	28 February 2025
Pixus Technologies > Elbit Systems EW and SIGINT	Radio	YYZ > FRA > TLV	16 February 2025	3 March 2025
Pixus Technologies > Elbit Systems EW and SIGINT	Satellite Radio	YYZ > FRA > TLV	12 February 2025	14 February 2025
Nexeya Canada (Test Solutions) > Elbit Systems Ltd - Advanced Technology Center	Mpt Studiocom Package	YYZ > FRA > TLV	31 January 2025	2 February 2025
Nexeya Canada (Test Solutions) > Elbit Systems Ltd - Advanced Technology Center	Mpt, Remote Switching Unit	YYZ > FRA > TLV	3 November 2024	6 November 2024
Enercorp Instruments Ltd. > Elbit Systems - Cyclone	Thin Film Pt100	YYZ > TLV	10 October 2024	13 October 2024

Table 6. **Shipments from Canadian manufacturers to subdivisions of Elbit Systems from October 2024 to May 2025.**

Toronto’s industrial capacity is being harnessed to sustain Israel’s military through a steady flow of specialized, smaller components. These parts, including rugged electronic enclosures and high-stress bearings for landing gear, are essential to any modern military manufacturer. While produced locally, their use is far-reaching and violent. Indeed, these parts serve as critical building blocks without which larger military systems, such as combat drones, armored vehicles, and surveillance platforms, could neither be assembled nor operated against the Palestinian people.

Refer to **Appendix A** for company profile and description of the goods.



Figure 8. **Shipment routes used by the Greater Toronto Area and the number of shipments found per route.**

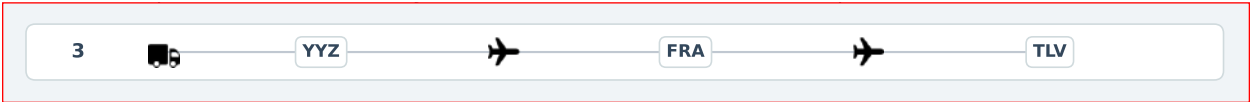


Figure 9. **Shipment routes used by Waterloo and the number of shipments found per route.**

Refer to **Figure 17** in **Appendix A** to see a summary of all the involved airlines in delivering the 47 shipments.

Misuse of Diplomatic Cargo Labels

While most shipments so far have been clearly identified and easily discoverable, it is worth noting that the available export data discloses multiple shipments of “diplomatic mail” from October 2023 to July 2025. Although, at first glance, this may seem harmless, loopholes around diplomatic cargo exist and have been well used in the past.

The 2017 International Peace Information Service (IPIS) report *Fatal Freight* revealed that the Israeli Consulate in New York, along with the company Interglobal Forwarding Services (IFS) facilitated the shipment of a substantial volume of diplomatic cargo to Israeli ports on behalf of Israel’s Ministry of Defence (IMOD) from 2011 to 2014. Transport documents from January 2011 to June 2014 reveal a total of 16,883 tons of diplomatic cargo. These shipments were carried out on multiple container ships, all operated by Maersk Line Limited ships.²² Notably, the report outlined how IFS was used during the 2014 war on Gaza to ensure that the bills of lading did not list the actual companies shipping military equipment to Israel. It specifically highlighted the misuse of the ‘Diplomatic Cargo’ classification by IFS and IMOD, allowing goods to be transported on Maersk Line Limited vessels without disclosing the true nature of the shipments.

²² *Fatal Freight: Ships, Guns and Human Rights Abuses* (2017), International Peace Information Service (IPIS).

Given the situation, this strategy may subsequently be implemented in this context. Bills of lading from the export data reveal that air shipments labeled as ‘diplomatic cargo’ originated from the Israeli Consulate in Montreal, Quebec. Which raises the question about the content of these diplomatic shipments.

Case Study: Role of Canadian Technology in the F-35’s Operational Use in Gaza

Following a broader examination of companies involved in direct military-related shipments from Canada to Israel, this section provides a more focused analysis. It will specifically explore the roles of three of these above-listed entities – Nexeya, CMC Electronics, and Stelia Aerospace – and their contributions to the embattled **F-35 Joint Strike Fighter program**.



Figure 10. **F-35 Fighter Jet Assembled by Lockheed Martin**²³

About the F-35 Fighter Jet

Since October 2023, Israel has unleashed a campaign of extermination by air against Palestinians in Gaza. Central to its aerial bombardment targeting civilians is the F-35I Adir, a specialized Israeli variant of Lockheed’s standard F-35. Each F-35 is capable of carrying nine tons of bombs and missiles which are used to level neighbourhoods and execute assassination missions in densely populated urban areas or refugee camps, including designated “safe zones” across Gaza.

²³ [Aerospace company builds parts for F-35 jet in Lunenburg](#), CBC News, 6 April 2022.

Canada-based arms companies are deeply integrated with Israel's F-35s through direct shipment contracts and deep technological collaboration. Companies operating in Canada are producing critical components into the F-35 global supply chain. According to a 2018 study commissioned by Lockheed Martin, each jet contains US\$2.3 million worth of Canadian parts – directly enabling Israel's perpetration of war crimes.²⁴ This involvement puts to shame the notion that the Canadian government cares about corporate social responsibility and its obligations under international law. Canadian parts are essential components of the operational capabilities of these full weapons systems and therefore directly implicated in Israel's livestreamed genocide.

In the besieged Gaza Strip, the F-35 is not a tool of war; it is an instrument of slaughter deployed against a captive population. The supposed “precision” of this jet – built with Canadian components – is a cruel euphemism when its targets are homes, refugee camps, fleeing families and civilians. The scale of this aerial assault, meticulously documented by U.S. military officials, is staggering. In the six months following October 7, Israel's 39-jet fleet of F-35Is surged to a 565% increase in average monthly flight hours. This constant pace of operations, described by a U.S. Joint Program Office official, as involving “nonstop operations,” was sustained only with the help of a global F-35 spare parts, implicating all partner nations in the carnage. With Israeli maintainers working in three continuous shifts, Israel kept 35 to 39 jets flying daily, unleashing wave after wave of attacks.²⁵

This relentless pace of bombardment was paired with the systematic use of 2,000-pound GBU-31 “bunker buster” bombs in some of the most densely populated urban areas on Earth.²⁶ The use of such massive ordnance in civilian neighborhoods makes mass death an engineered outcome. This entire apparatus of destruction – from the nonstop flights to the bombs they carry – is enabled by a global supply chain in which Canada is a key and willing partner.

This capability for decimation has been systematically unleashed on Palestinian life and infrastructure. A clear example is the massacre at Al-Mawasi, an area Israel had labeled a “safe zone.”

24 [Industrial and Regional Benefits: Economic Impact of Canada's Participation in the F-35 Joint Strike Fighter Program](#), Lockheed Martin, 7 June 2024.

25 [U.S. F-35 Sustainment Lead Details Israel Fleet Ops Since October | Aviation Week Network](#), Aviation Week, November 2023.

26 [Over 230 Global Organizations Demand Governments Producing F-35 Jets Stop Arming Israel](#), Human Rights Watch, 18 February 2025.



Figure 11. **Al-Mawasi, Khan Yunis**

The Massacre at Al-Mawasi

In a horrific act of violence on July 13, 2024, Israel deployed an F-35 fighter jet to unleash three 2,000 pound bombs on Al-Mawasi in Khan Yunis, an area it had explicitly designated a “safe zone.” This brutal attack slaughtered at least 90 Palestinians and left another 300 wounded. The area was densely populated with displaced people, including an estimated 80,000 seeking refuge.^{27, 28, 29}

The strikes hit tents housing displaced families, a food kitchen, and a water desalination plant where people were gathering to collect water. Following the initial bombing, eyewitnesses and human rights monitors reported that Israeli quadcopters fired on first responders, killing at least two rescue workers as they tried to reach the wounded. The UN Human Rights Office condemned the attack, stating that using such heavy munitions in a densely populated area suggests a “pattern of willful violation” of international humanitarian law.³⁰

27 [What is the F-35 fighter jet Israel uses to bomb Gaza and Iran?](#), *Declassified UK*, 28 June 2024.

28 [Israeli air raid on al-Mawasi kills 90 people: What we know so far](#), *Al Jazeera*, 13 July 2024.

29 [Over 230 global organisations demand governments producing F-35 jets stop arming Israel](#), *Amnesty International*, 21 February 2025

30 [UN Human Rights Office – OPT: Ramallah, 13 July 2024: UN Human Rights Office Condemns IDF's Strikes in Gaza Humanitarian Zones - occupied Palestinian territory | ReliefWeb](#), UN Human Rights Office, July 13, 2024.

Shipments of Canadian F-35 Parts to Israel

The F-35's ongoing operability relies on a complex international supply chain. **The F-35 cannot conduct airstrikes without Canadian parts.** Research highlights how Canadian arms contractors are not merely peripheral suppliers but provide essential technologies for the production and maintenance of F-35 fighter jets. This report reveals that out of 47 documented shipments, **three companies are essential to maintaining Israel's F-35 program:**

1. Nexeya Canada: Ensuring Systems Reliability

Nexeya Canada, a subsidiary of the German defence firm Hensoldt, supplies its Modular Product Tester (MPT) directly to Elbit Systems' military aerospace division in Haifa, Israel. The MPT is critical for testing and validating the complex electrical and weapons systems of Israeli military platforms, including aircraft and the F-35 fighter jet. Its function is to ensure that guidance, surveillance, and weapons systems are fully operational before deployment, making it a key quality control step in preparing these aircraft for combat missions.^{31, 32} Shipments like those on 6 November 2024 and 2 February 2025 demonstrate how this technology continues to reach Israel and support the sustaining of their lethal military systems.



Figure 12. **Nexeya Modular Product Tester (MPT)**

³¹ [Vehicle Assembly / Production Testing](#), Nexeya Test Solutions, current (as of July 2025).

³² [Nexeya Canada, a Hensoldt Company](#), Airframer Limited, 22 July 2025,

2. CMC Electronics: Providing Precision Navigation Capabilities

CMC Electronics manufactures Doppler Velocity Sensors used in the F-35. These sensors provide highly accurate, jam-resistant navigation data, which is essential for target acquisition and weapons delivery, particularly in environments where GPS may be compromised. The precision afforded by this technology is a critical element of the F-35's modern strike capabilities.³³ Based on available records found, four shipments of Doppler Velocity Sensors were sent to Israel between January and April 2025.



Figure 13. **CMC Electronics manufactures Doppler Velocity Sensor**

3. Stelia Aerospace North America: Manufacturing Critical F-35 Structures

Stelia Aerospace North America manufactures specially designed lightweight composite panels for the F-35 jet. These parts form critical structural elements of the aircraft's fuselage, essential to the integrity, aerodynamics, and survivability of the F-35 in high-speed, high-stress combat environments.^{34, 35} Five shipments of "military aircraft parts" were found to have been sent from Canada to Israel between August 2024 and June 2024 demonstrating the country's role in sustaining Israel's aerial assault. The F-35 would not fly and be able to be used in war crimes without these Canadian parts.

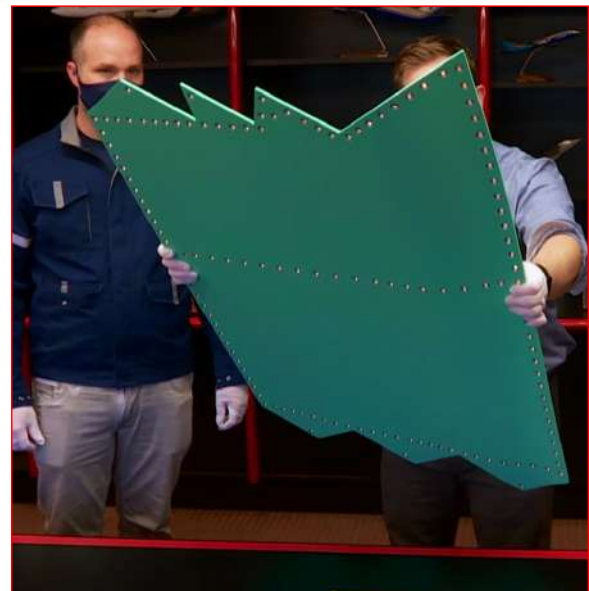


Figure 14. **Stelia F-35 Composite Panel**

³³ [CMC Electronics Inc.](#), *Airframer*, as of July 2025.

³⁴ [Aerospace company builds parts for F-35 jet in Lunenburg](#), *CBC News*, 6 April 2022.

³⁵ [As the US moves ahead with \\$3 billion sale of F-35s to Israel, Canada continues to supply key parts for these bombers](#), *Peace Brigades International–Canada*, 28 March 2024.

Canada's Broader Industrial Ties to the F-35



Figure 15. **Overview of Canadian Industrial Participation in the F-35 Fighter Jet Program** ³⁶

The companies with documented direct shipments of F-35 parts listed above represent only a fraction of the broader industrial base supporting the F-35. As a partner nation in the Joint Strike Fighter program, Canada has enabled over 100 firms located in Canada to secure contracts for the aircraft's production. A prominent example is Héroux-Devtek, located in Longueuil and Laval, which produces the landing gear uplock assemblies for all F-35 variants. While not cited in the specific shipment records uncovered in this report, its role is a matter of public record. This wider industrial participation³⁷ underscores the systemic link between the Canadian economy and the F-35 program. Thus underscoring the direct link between Canada and Israel's genocide. See Appendix A-2 for a list of additional companies whose Canadian facilities supply F-35 parts.

Canadian firms play an integral role in ensuring the F-35's combat readiness through the supply of critical structural, testing, and navigation components. While many of these parts are routed through the United States, allowing Canada to bypass direct arms export controls through an intentional regulatory loophole, the end result is the same: Canadian-made technologies are embedded in weapons platforms used in Israeli airstrikes causing consistent massacres in Gaza. The repeated use of F-35 fighter jets in attacks on densely populated areas of Gaza, resulting in extensive civilian casualties, constitutes serious violations of International Humanitarian Law (IHL).

³⁶ [Canadian F-35s—Finally](#), *Canadian Naval Review*, 30 January 2023.

³⁷ [Map of F-35 suppliers across Canada](#), World Beyond War

The facilitation of this trade directly implicates the Canadian government in failing to meet its fundamental obligations under its own arms control regime. Specifically, by authorizing these transfers, the government is violating the core risk-assessment criteria of the Export and Import Permits Act (EIPA). The EIPA, which incorporates Canada's obligations under the Arms Trade Treaty, requires the government to deny export permits if there is a "substantial risk" that the goods could be used to commit or facilitate serious violations of IHL.

Continuing to allow the export of F-35 components to a state accused of such violations is a clear breach of this legal duty. Therefore, Canada must immediately halt the transfer of all F-35 parts to Israel, whether they are shipped directly or indirectly via the U.S., and implement a transparent and robust end-use monitoring system to ensure compliance with its own laws.

Israel's Arms and Technology Imports from Canada

This portion of the analysis of Canadian military exports to Israel during its military operations in Gaza relies principally on import records from the Israel Tax Authority (ITA), an agency within Israel's Ministry of Finance. The ITA data, covering the period of 2025, offers a detailed and near real-time view of shipments as they are received in Israel. Military-relevant goods have been identified using the ITA's detailed Harmonized System (HS) customs code classifications.

These findings from Israeli import data are contextualized by export reports from Global Affairs Canada (GAC). On Friday, 6 June 2025, the Canadian government quietly released its 2024 report on military exports. The report's title was significantly altered from previous years: the straightforward *Exports of Military Goods and Technology* was changed to the more opaque title of *Strategic Goods and Technologies Pursuant to Section 27 of the Export and Import Permits Act*.

The GAC report documents \$18.9 million in direct military exports to Israel under 164 permits, despite the Canadian government's 8 January 2024 announcement of a pause on new permit approvals.³⁸

The export breakdown reveals:³⁹

- **\$2.2 million in munitions** falling under the category: "bombs, torpedoes, rockets, missiles, other explosive devices and charges and related equipment and accessories."
- **\$12.5 million in electronic equipment.**
- **\$2.8 million in military aircraft and aircraft equipment.**

This data confirms that despite the government's 8 January 2024 pause on new permit approvals, previously authorized permits allowed for the continued shipment of weapons to Israel. The volume of these shipments reflects the record-breaking value of permits approved in the first

³⁸ [Canada Sold \\$18.9 Million of Military Goods to Israel, Despite 'Pause'](#), *The Maple*, 7 June 2025.

³⁹ [A Guide to Canada's Export Control List – 2025](#), Global Affairs Canada, May 2025.

three months of the genocide (7 October 2023 - 8 January 2024),⁴⁰ exceeding the total value of Canadian arms exports to Israel for any year on record. We infer that the government may have fast-tracked these approvals before announcing the pause. A more decisive action would have been to cancel existing permits outright, rather than simply pausing new approvals.

While the GAC reporting concludes in 2024, the ITA import records provide critical evidence that shipments have continued into 2025. **Through an analysis of customs codes associated with weapons, surveillance systems, and aircraft technology, this section identifies specific military-related imports from Canada into Israel from January 2025 to June 2025, presented in three categories:**

- **Bullets, Ammunition, and Military Weapons**
- **Strategic Communication and Surveillance Technologies**
- **Aircraft Parts**

Bullets, Ammunition, and Military Weapons

In the first half of 2025, Canadian military exports to Israel were dominated by ammunition. A single shipment in April 2025, containing 175,000 military-grade bullets valued at over \$369,000, accounted for the vast majority of the \$475,389 in total hardware sent. This recent transfer is part of a much larger pattern: **since August 2023, Canada has exported over 10 million bullets to Israel, directly arming its military before and during its current assault on Gaza.**⁴¹

HS Code	Description	Shipments	Quantity (Units)	Sum of Currency in CAD
93069010	Bullets	1	175,000.00	\$369,287.69
93059100	Parts and accessories of Military Weapons	2	35.00	\$54,160.39
93069090	Bombs, Grenades, Torpedoes, Mines, Missiles And Similar Munitions Of War And Parts Thereof; Others	1	32.00	\$9,960.57
93051000	Parts and accessories of Revolvers or Pistols	1	18.00	\$3,779.95
87100000	Tanks and other armoured fighting vehicles, motorised, whether or not fitted with weapons, and parts of such vehicles.	1	1.00	\$38,201.30

Table 7. **Weapons and defence-related equipment from January 2025 to June 2025, from Canada to Israel.**

40 [Trudeau Government Authorized \\$28.5 Million Of New Military Exports To Israel Since October](#), *The Maple*, 10 February 2024.

41 See Appendix C.

It is important to note that Israel's national customs system provides greater detail than the standard international framework. For instance, while the generic HS code 93069010 covers a broad category of "Bombs, grenades, torpedoes, mines, missiles and similar munitions of war and parts thereof," the specific data from the Israeli Tax Authority (ITA) and the quantity of the shipment allows us to confirm that this import was "bullets for military use."⁴²

Strategic Communication and Surveillance Technologies

Since October 2023, **Canada has exported nearly \$79 million worth of sophisticated surveillance and strategic technology to Israel.**

A significant acceleration in these exports occurred in the first half of 2025, which saw over \$44 million worth of these goods shipped across 75 separate deliveries. The following table details these recent 2025 shipments, which include advanced radar, radio navigational aids, and laser systems. For a complete dataset covering the entire period from October 2023, please refer to Appendix C.⁴³

All of these goods fall under Canada's controlled Group 1 (Dual-Use) or Group 2 (Munitions) export categories, confirming their strategic nature. While these ITA records cannot be matched one-to-one with specific Canadian permits, the types of goods are consistent with those found in official documentation from Global Affairs Canada.

HS Code	Description	Shipments	Units	Sum of Currency in CAD
90138090	Lasers (excluding laser diodes); other optical devices and instruments not elsewhere specified; Others	26	559.00	\$703,487.23
90139000	Parts and accessories of lasers (excluding laser diodes) and other unspecified optical instruments	6	36* Kg	\$53,181.50
85269200	Radar, radio navigational aid, and remote control apparatus – Radio remote control apparatus	7	509.00	\$318,972.05
85261000	Radar apparatus for detection, tracking, or navigation purposes	6	7.00	\$29,157,801.61
85258100	Television, digital, and video cameras; High-speed goods	1	1.00	\$2,452.86
85269190	Radar, radio navigational aid, and remote control apparatus; Radio navigational aid apparatus; Others	21	475.00	\$11,948,077.02
90132000	Lasers (excluding laser diodes)	8	33.00	\$1,914,858.63

Table 8. **Communication and Surveillance goods from January 2025 to June 2025, from Canada to Israel.**

⁴² 'Israel Customs Book for import', Israel Tax Authority (July 2025)

⁴³ See Appendix C.

Aircraft Parts

Between January and June 2025, **Canada exported nearly \$9 million worth of aircraft parts to Israel across 35 shipments**, as detailed in the table below.

These recent exports are part of a larger, sustained transfer of aviation technology. Since October 2023, the total value of these shipments has reached nearly \$26 million across 127 separate deliveries (see **Appendix C** for the full dataset). All of these shipments are classified under customs category 88 ('aircraft, spacecraft, and parts thereof'), a broad classification that does not specify whether the end-use is civilian or military.

HS Code	Description	Shipments	Units (KG)	Sum of Currency in CAD
88073000	Other parts of aeroplanes, helicopters or unmanned aircraft	30	1,143.80	\$8,915,498.69
88022090	Other aircraft (e.g., helicopters, airplanes) except unmanned aircraft; spacecraft and launch vehicles; Aeroplanes and other aircraft ≤ 2,000 kg; Others	1	2*Unit	\$38,099.49
88071000	Propellers and rotors and parts thereof	2	2.00	\$17,455.10
88079000	Parts of goods of heading 88.01, 88.02 or 88.06.; Other	1	4.50	\$13,516.64
88072000	Under-carriages and parts thereof	1	0.30	\$1,510.12

Table 9. **Cumulative imports under customs category 88 from January 2025 to June 2025.**

The data presented in this section, drawn directly from Israeli import records, paints an undeniable picture: a steady and substantial flow of Canadian military and strategic goods to Israel continued, and in some categories accelerated, long after the Canadian government's announced "pause" on new export permits.

This is not a matter of benign trade. It is the transfer of millions of bullets, advanced radar and targeting systems, and critical aircraft components – the very tools of modern warfare. The January 2024 policy has proven to have little material effect on stopping these transfers, as the record-breaking volume of permits issued just prior to the announcement ensured the pipeline of military exports remained wide open. Ultimately, while official Canadian reports become more opaque, the real-time data from Israel confirms that material support for Israel's military operations has not stopped.

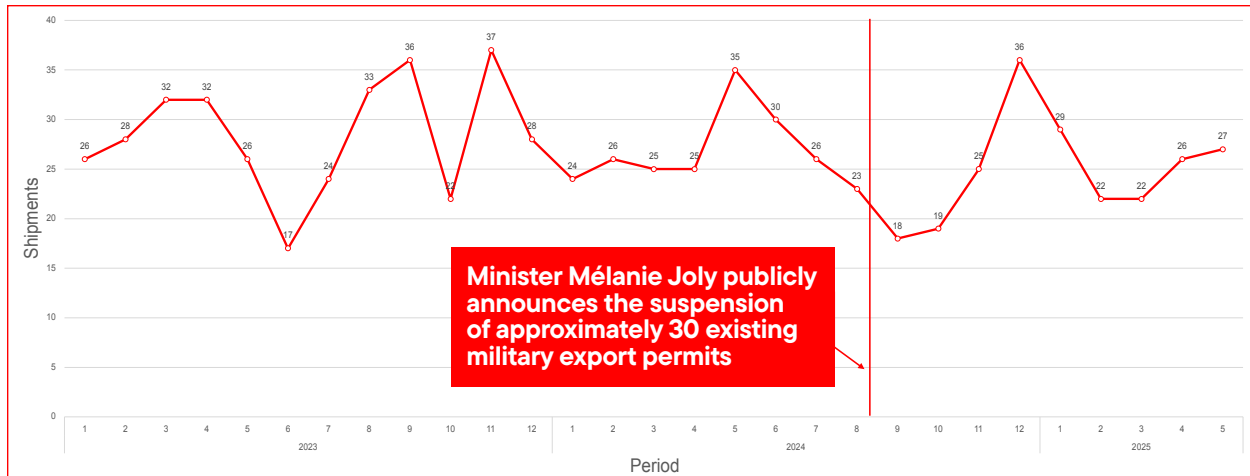


Figure 16. "88" HS Code [Aircraft Parts] shipments per month from Canada to Israel

Inferences and Implications of the Data

A Pattern of Government Lies

The data in this report reveals a consistent pattern of government obfuscations and misrepresentations about Canada's arms exports to Israel. Historically, Canada has proudly proclaimed itself to be one of Israel's staunchest allies, continually pledging ironclad support. However, since October 2023, as Israel's genocidal violence in Gaza became undeniable and as pressure built from grassroots movements across Canada, international bodies, and Members of Parliament, the government was forced to change its usual tune. No longer able to unequivocally stand behind their favoured ally, Israel, the Canadian government instead appears to have concocted an evolving set of denials and obfuscations to confuse the Canadian public into believing we are not arming Israel's genocide. **When pressed, Canadian officials have consistently attempted to pacify outrage by denying and downplaying the fact that Canadian-made military goods have never stopped flowing to Israel.**

The pattern of Federal Cabinet Ministers misrepresenting Canada's support for Israel began almost immediately. Notably, in January 2024, then Prime Minister Trudeau told reporters that Canada had not issued any military export permits since 7th of October.⁴⁴ Data from Global Affairs Canada soon revealed that nearly \$30 million dollars worth of new export permits for military goods and technology had actually been authorized to Israel in just the first two months of the genocide.⁴⁵ This volume was unprecedented historically.

Once they could no longer deny they were sending arms, GAC officials shifted to claiming that only "non-lethal" military goods were being approved for export to Israel. This not only vague but entirely invented category has no legal basis in Canadian law and is not a meaningful distinction when conducting a risk assessment.⁴⁶ While items like drone components, surveillance systems,

44 [Palestinian Canadians sue Foreign Affairs Minister Mélanie Joly, alleging Canada's military exports to Israel are illegal](#), *The Toronto Star*, 5 March 2024.

45 [Trudeau Government Authorized \\$28.5 Million Of New Military Exports To Israel Since October](#), *The Maple*, 10 February 2024.

46 [Trudeau Government Admits It Authorized New Military Exports To Israel After October 7](#), *The Maple*, 30 January 2024

and communications equipment could theoretically be understood to be non-lethal, they are integrated into, and indispensable for, the function of lethal military systems. Importantly, the *Arms Trade Treaty* and Canada's own harmonized legislation, the *Export and Import Permit Act*, specifically require that officials do not approve arms transfers if they pose a substantial risk of being used in serious violations of international humanitarian law or other such abuses. For example, Canada has exported night vision goggles, a non-lethal item according to GAC. However, these items can be used to facilitate a sniper killing a civilian at night, and therefore, as per our arms control regime, they are as regulated as the gun the sniper uses to kill. It appears the invented lethal vs non-lethal distinction was intentionally constructed by GAC as a specific piece of disinformation to confuse the public into believing that it was permissible for Canada to break its own laws by arming Israel.

This same non-lethal claim was repeated many times in an effort to paint a picture of Canada's "innocent" military trade with Israel – in February, Foreign Affairs Minister Melanie Joly defended the ongoing exports, saying "We have sent, since 7 October, non-lethal equipment, including night vision goggles and protective gear."⁴⁷ **In sharp contrast to these innocuous examples, and despite GAC clearly stating that "all permits that remain valid... are for non-lethal items"⁴⁸ – many of the military exports uncovered in this report are glaringly and indisputably lethal.** The data from the Israeli Tax Authority detailed above, for instance, shows that 175,000 "machine gun/handgun bullets for military use" were exported to Israel from Canada in **April 2025**. Since those bullets arrived, IDF soldiers and armed American mercenaries have shot and killed over a thousand Palestinians at food distribution centres.⁴⁹

On 18 March 2024, after months of growing pressure to address Canada's complicity in Israel's violence, a non-binding motion was passed in Parliament.⁵⁰ The final text of the motion stated that Canada would "cease the further authorization and transfer of arms exports to Israel to ensure compliance with Canada's arms export regime."⁵¹ In the following days, Minister Melanie Joly confirmed that Canada would follow through on the motion by pausing approvals of any further permits for military exports to Israel, but **the government never took any action to cease the ongoing transfers of arms under previously approved export permits.**⁵² Instead, the government leveraged this ambiguity for months to make it seem as though they had taken more substantive and definitive action than they actually had. **Mainstream media headlines reiterated government claims about an end of Canadian arms exports to Israel, MPs repeated lies to concerned constituents, and Prime Minister Trudeau told a member of the public that "we've stopped exports of arms to Israel"⁵³ – while the actual flow of weapons continued uninterrupted.** The 47 shipments identified in this report offer a glimpse into that uninterrupted flow. Those listed above are by no means the only shipments of Canadian arms to Israel, but they are concrete evidence that, despite rhetoric to the contrary, the transfers never stopped.

47 [Standing Committee on Foreign Affairs and International Development](#), Meeting #93 in the 44th Parliament, House of Commons. 7 February 2024.

48 [2023 Annual Report to Parliament on the Administration of the Export and Import Permits Act](#), published 31 May 2024.

49 [Number of aid seekers killed by Israel in Gaza tops 1,000: UN](#), *Al Jazeera*, 22 July 2025.

50 [Vote No. 658](#), 44th Parliament, 1st Session, House of Commons. 18 March 2024.

51 [Frequently Asked Questions: Arms Embargo on Israel](#), CJPME, 21 March 2024.

52 [Canada to halt arms sales to Israel after non-binding vote in house of commons](#), *The Guardian*, 19 March 2024.

53 [Video posted to Twitter](#), World Beyond War Canada, 18 July 2024.

The pattern of misinformation continued well into the summer of 2024, with one shipment in particular highlighting the inaccuracy of the government's claims. In September 2024, Minister Joly was confronted about the recent discovery⁵⁴ that the US was planning to sell \$83 million of high explosive mortar cartridges to Israel. These cartridges were to be manufactured in a General Dynamics Ordnance and Tactical Systems factory in Quebec. She was forced to respond to this glaring example of the "US loophole" to Israel, and told journalists⁵⁵, "We will not have any form of arms or parts of arms be sent to Gaza, period. How they're being sent and where they're being sent is irrelevant. And so therefore my position is clear, the position of the government is clear, and we're in contact with General Dynamics." **But one of the shipments identified in this report – cartridges manufactured by General Dynamics in Repentigny QC and transferred to Tel Aviv – occurred only nine days after Joly's supposedly definitive declaration, and again just 11 days before the release of this report.** The public outcry following the revelation about the original US-bound General Dynamics mortars forced Joly to promise to take action, but the government in fact did nothing to stop that same Canadian company from continuing to ship military goods directly to Israel. Joly's supposedly "clear position" – that the Canadian government would "not have any form of arms or parts of arms be sent to Gaza" – is demonstrably untrue given the shipment data analyzed in this report.

In March 2025, GAC reiterated that the Canadian government "had not approved new arms export permits to Israel" since 8 January 2024 – but GAC data obtained through an access to information request by *The Maple*⁵⁶, showed that the government did in fact approve two new military export permits to Israel in February 2025. These new authorizations, totalling \$37.2 million, include goods classified as explosives and related equipment. GAC subsequently modified its messaging to claim that its pause in new permits only applied to goods that "could be used in the current conflict in Gaza," and would not comment about whether the same policy applies for Israel's operations in other regions (such as the escalating state violence in the occupied West Bank, or the bombing of civilians in Lebanon and Iran). Nor has GAC ever demonstrated any process by which it might verify where Canadian-made munitions exported to Israel are used. This appears to be yet another obfuscation to downplay the degree to which Canada has continued to materially support Israel's military.

The data in this report offers concrete evidence of what our movements have been saying for 21 months: that despite our government's attempts to placate us and create an illusion of having addressed Canada's arming of Israel's genocide, Canadian-made military goods have continued to flow directly to Israel this entire time.

Ongoing Violations of Canada's Obligations Under Domestic and International Law

Canada is a state party to the **Arms Trade Treaty (ATT)**, which prohibits the transfer of weapons if there is a substantial risk that those weapons could be used in serious violations of international law. Canada has harmonized some of the ATT into its domestic arms control regime through the 2019 updates to the **Export and Import Permits Act (EIPA)**. The EIPA requires that when

54 [U.S. Names Quebec Contractor In Newly Approved Arms Sale To Israel](#), *The Maple*, 15 August 2024.

55 [Mélanie Joly says Canada will block U.S.-bound ammunition sale destined for Israel](#), *The Globe and Mail*, 10 September 2024.

56 [Canada Authorized \\$37.2 Million In New Military Exports To Israel](#), *The Maple*, 4 July 2025.

deciding whether or not to issue an individual export permit, the Minister of Foreign Affairs must consider a range of factors, including whether the goods or technology specified could be used “to commit or facilitate” a serious violation of international humanitarian or international human rights law, or “serious acts of violence against women and children.” Where there is a substantial risk that exported arms or technology could result in or facilitate such violations, the ATT and EIPA are intended to prevent the transfer of those goods.⁵⁷ Israel’s violations of IHL in Gaza since October 2023 are persistent and well-documented. Given the undeniability of such a risk, **the continued export of weapons to Israel documented in this report throughout the last 21 months, flagrantly violates Canada’s legal obligations.**

A Betrayal of Canada’s International Legal Obligations

Over the past two years, international courts have made it clear that Canada has a legal obligation to cease all support to Israel which facilitates the perpetration of international crimes, including crimes against humanity and genocide.

Israel’s atrocities in Gaza since October 2023 have given rise to proceedings for genocide before the International Court of Justice, and individual cases for war crimes and crimes against humanity before the International Criminal Court. In January 2024, the ICJ found that a “plausible” case for genocide in Gaza was made and the court should hear the case, therefore in its provisional measures, ordered Israel to stop creating life-destroying conditions,⁵⁸ and reiterated the obligation of States to prevent genocide. This ruling puts Canada on notice that, as a party to the Genocide Convention, **Canada is legally obliged to take all necessary actions to prevent the crime of genocide in Gaza.** The ICJ and the UN Commission of Inquiry report on implementation of the ICJ decision have also subsequently “reminded States of their international obligations to avoid transferring arms that might be used to violate international conventions”⁵⁹ and to “conduct a due diligence review of all transfer and trade agreements with Israel, including but not limited to equipment, weapons, munitions, parts, components, dual use items and technology, to determine whether the goods or technology subject to the transfer or trade contribute to maintaining the unlawful occupation or are used to commit violations of international law.”⁶⁰ **Canada’s ongoing export of weapons to Israel is a blatant refusal to respect and enforce international law, including the rulings of the International Court of Justice.**

In February 2024, UN experts released a statement warning that **“any transfer of weapons or ammunition to Israel that would be used in Gaza is likely to violate international humanitarian law,”**⁶¹ and urged States to immediately halt arms transfers to Israel. As Israel’s atrocities in Gaza mounted, UN experts called on States, including Canada, to “impose a full arms embargo on Israel, halting all arms agreements, imports, exports and transfers, including of dual-

57 [Exports of Military Goods and Technology – 2023](#), *Global Affairs Canada*, March 2023

58 Application of the Convention on the Prevention and Punishment of the Crime of Genocide in the Gaza Strip (South Africa v. Israel), Provisional Measures, Order of 26 January 2024, I.C.J. Reports 2024, p. 3. See also A/79/384, para. 8 [fn 29 in “[From economy of occupation to economy of genocide](#),” A/HRC/59/23]

59 Alleged Breaches of Certain International Obligations in Respect of the Occupied Palestinian Territory (Nicaragua v. Germany), Order, 30 April 2024, paras. 22–24. See also A/79/384, para. 8., cited as fn 30 in “[From economy of occupation to economy of genocide](#),” A/HRC/59/23 para. 18.)

60 [Implementation of ICJ Advisory Opinion– Position Paper](#), the United Nations Independent International Commission of Inquiry on the Occupied Palestinian Territory, including East Jerusalem, and Israel, 18 October 2024.

61 [Arms exports to Israel must stop immediately: UN experts](#), OHCHR, 23 February 2024.

use items that could be used against the Palestinian population under occupation.”⁶² That same month, Canada sent a shipment of military bullets to Israel.

Various UN Committees including the Committee for the Elimination of Discrimination Against Women, the Committee on the Rights of Persons with Disabilities⁶³, and the Committee on the Elimination of Racial Discrimination⁶⁴ have specifically noted Canada’s role in contributing to the human rights crisis in Gaza through ongoing arms exports to Israel and a failure to adequately monitor its military exports. They have in turn directly called on Canada to cease all arms exports that may be contributing to grave human rights violations in Gaza.⁶⁵

In July 2025, the Special Rapporteur on the situation of human rights in the Palestinian Territory warned that “globally witnessed atrocities require urgent accountability and justice, which demand diplomatic, economic and legal action against those who have maintained and profited from an economy of occupation turned genocidal.”⁶⁶ The Rapporteur subsequently urged States to “impose sanctions and a full arms embargo on Israel, including all existing agreements and dual-use items such as technology and civilian heavy machinery.”⁶⁷

The trans-shipment of Canadian military exports to Israel through other countries, including a number of EU members, also potentially implicates those States in violations of international law. Article 35 of the Convention on International Civil Aviation⁶⁸ and related EU regulations⁶⁹ require an authorization or permission for the overflight with arms. When granting such authorization, States are required to ensure the respect of IHL and not aiding or abetting serious violations of international law through allowing arms deliveries.

62 [UN experts warn international order on a knife's edge, urge States to comply with ICJ Advisory Opinion](#), OHCHR, 18 September 2024

63 [UN Disability Rights Committee Slams 'Deceptive' Canada for Continued Arms Exports to Israel](#), International Human Rights Program, University of Toronto, April 3 2025.

64 [Letter from the Committee on the Elimination of Racial Discrimination](#), United Nations Human Rights Treaty Bodies, May 12, 2025.

65 [UN Committee to Canada: Do More to Curb Arms Exports to Israel](#), International Human Rights Program, University of Toronto, November 19 2024.

66 [From economy of occupation to economy of genocide](#) (para. 99), United Nations Special Rapporteur, June 30, 2025.

67 [From economy of occupation to economy of genocide](#) (paras. 94 and 95), United Nations Special Rapporteur, June 30, 2025.

68 [AC 600-009 issue 1, Transport of Munitions of War by Foreign Air Operators](#), Transport Canada

69 [CAT.GEN.MPA.155 Carriage of weapons of war and munitions of war](#), UK Civil Aviation Authority

Conclusion and Recommendations

Since October 2023, the Canadian government has systematically obfuscated and misrepresented the nature and extent of Canada's arms exports to Israel. Officials have downplayed the lethality of the goods being exported, attempted to hide ongoing shipments behind a pause in new permit approvals, made shifting and contradicting claims about having restricted or even stopped arms exports – all to conceal Canada's role in the ongoing genocide in Gaza. But despite these efforts to create an illusion of having addressed Canada's complicity, **this report reveals that an array of Canadian-made military goods have continued to flow directly to Israel over the past 21 months**, in violation of both Canadian and international law.

By tracing Canada's ongoing shipments to Israel of a range of military goods – from bullets and cartridges, to drone and fighter jet parts, to radar and Electronic Warfare components – the extent to which Canadian military products are deeply embedded in Israel's military infrastructure becomes clear. Canada is directly supporting Israel's capacity to carry out war crimes and maintain its occupation of the Palestinian people.

Therefore, in response to Israel's genocide in Gaza and in accordance with its own laws and international obligations, **Canada must cut off the flow of military goods both to and from Israel by immediately imposing a comprehensive two-way arms embargo**. This can be accomplished by taking the **following steps**:

1. **The Minister of Foreign Affairs must use Canada's Special Economic Measures Act (SEMA), our unilateral sanction legislation, to urgently impose a comprehensive two-way arms embargo on Israel.**
2. **The Minister of Foreign Affairs must cancel all export permits for transfers of arms, parts, and components to Israel and end all direct shipments immediately.**
3. **The Minister of Foreign Affairs, through EIPA, must end indirect transfers of arms to Israel through the United States by banning Canadian arms from being sent as military aid to Israel or being sold by the US to Israel. This must be done by updating EIPA to:**
 - a. **Revise the Export Control List to require permits for US exports of arms**
 - b. **Require end-use assurances for all arms transferred to the US to not end up in Israel**
 - c. **Cancel all general permits for arms transfers to the USA and require individual permits for all arms transfers to the US.**
 - d. **Include Articles 4 and 6 from the Arms Trade Treaty.**
4. **The Minister of Defence and the Defence Procurement Secretary of State must cancel all contracts and planned purchases of military goods from Israel.**
5. **The Minister of Government Transformation, Public Works and Procurement must update Canada's Procurement Code of Conduct and all associated materials to include measures that prevent the purchase of arms from companies involved in Israel's illegal occupation, apartheid system, and genocide in the occupied Palestinian territories.**

Appendix A-1: Complicit Companies Referenced in This Report

Calgary

Inova Geophysical - 1769 120 Ave NE, Calgary, AB T3K 0R1, Canada

Inova Geophysical was established in March 2010 as a joint venture between BGP Inc. (China National Petroleum Company subsidiary) and ION Geophysical, combining land seismic equipment assets to oil and gas exploration technology. The company focuses on developing tools – such as G3i and Quantum recording systems, AHV-IV vibroseis vehicles, and VectorSeis sensors.

While at first glance, it is difficult to connect Inova Geophysical goods description to military usage, both goods were identified as being “Elbit parts”, meaning that Elbit Systems was identified as either the direct owner of the components in question (via subsidiary companies operating on its behalf) or the principal recipient for the majority of the goods outlined in this report.

Our findings showed that Inova Geophysical shipped two Elbit Systems parts directly to Niron Systems and Project in Netanya. Niron is a defence technology firm specializing in advanced avionics, weapon delivery systems, and aircraft self-protection solutions for military platforms.¹ The company provides end-to-end development and engineering services across three core areas: Armament And Self Defence Systems, Hardware Products, and Software used in Defence and Homeland Security.² Their customers include the Israeli Ministry of Defence (MOD), Israel Aerospace Industries (IAI), Israel Military Industries (IMI), Rafael, Elbit and others.³

Novatel - 10921 14 St NE, Calgary, AB T3K 2L5, Canada

Novatel, a Calgary-based manufacturer in Global Navigation Satellite System (GNSS) technology, specializes in high-precision positioning solutions for land, sea, and air applications⁴. The company produces OEM receivers, antennas, and subsystems known for reliability, multi-constellation tracking (GPS, GLONASS, BeiDou, Galileo), and future-proof designs. Novatel serves the aviation, defence, and industrial sectors⁵. The shipments from Novatel noted in this report were transferred to WaldyTech, the official Israel reseller of Novatel and its subsidiary ANTCOM, and an approved supplier to key Israeli defence entities.⁶

Halifax

Stelia Aerospace North America - 71 Hall St, Lunenburg, NS B0J 2C0, Canada

Stelia Aerospace North America is an aerospace and defence company specializing in the design, development, and manufacturing of advanced composite materials. Stelia's Lunenburg

¹ <https://il.linkedin.com/company/niron-systems-projects>

² <https://www.niron-sys.com/>

³ <https://www.niron-sys.com/>

⁴ <https://novatel.com/about-us/company-overview>

⁵ <https://www.waldytech.com/novatel>

⁶ <https://www.waldytech.com/?CategoryID=177>

facility produces structural components for Lockheed Martin's F-35 fighter jets⁷, ranging from panels used as part of the fuselage, to shims used to help open and close the weapons bay doors on the underside of the jet. These are the exports from Stelia detailed in this report.

Canadian components produced for the F-35 program are manufactured in Canada and are generally exported to Fort Worth, Texas, to be integrated into the aircraft on the final assembly line. However in this case, Stelia's F-35 parts were shipped directly to Elbit Systems in Israel to supply larger assemblies Elbit is contracted to provide for the F-35 program.

In a press release dated from September 14, 2020, Elbit Systems Ltd located in Haifa announced that "its wholly-owned subsidiary, Elbit Systems - Cyclone Ltd. was awarded a contract by Lockheed Martin for the manufacture of assemblies for Forward Equipment Bay assemblies for the F-35."⁸ Under the terms of the contract, Elbit Systems will provide composite-based assemblies and associated structures for the F-35, supporting all variants of the aircraft. Over the duration of the agreement, Elbit Systems is set to deliver more than 1400 components to Lockheed Martin⁹.

Greater Toronto Area & Waterloo

AM Rubber & Foam Inc. - 2074 Steeles Ave E, Brampton, ON L6T 4Z9, Canada

AM Rubber & Foam supplied plain insulation foam to Elbit's Cyclone facility. In military applications, this material is used to protect sensitive electronics and weapons systems from the intense vibration and shock of combat. It insulates critical avionics and mechanical assemblies inside Israeli military aircraft and armored vehicles, enhancing their durability and ensuring they remain functional under operational stress.

Dishon Limited - 40 Citation Dr, Concord, ON L4K 2W9, Canada

Canadian manufacturer Dishon Limited sent a bushing welding machine to IMI Systems, Elbit's land warfare division. IMI Systems is the producer of Israeli armored vehicles like the CombatGuard¹⁰ and the gun systems for Merkava tanks¹¹. A bushing welding machine is industrial equipment used to manufacture the high-load pivot points for tank turrets, gun cradles, and vehicle suspension systems. This machinery directly contributes to the production and maintenance of the armored vehicles deployed by the IOF in ground assaults.

Enercorp Instruments Ltd - 170 Wilkinson Rd #13, Brampton, ON L6T 4Z5, Canada

Canadian sensor supplier Enercorp Instruments Ltd. shipped Thin Film PT100 RTD elements to Elbit's Cyclone facility, a key manufacturer of Israeli military aerospace components. These sensors are not generic parts; they are integral to monitoring the temperature of critical systems in military aircraft, including engines, hydraulics, and avionics. By ensuring the operational reliability of these systems, the components directly contribute to the mission readiness of combat aircraft used by the Israeli Air Force in its operations.

⁷ [Handcrafting history continues in Lunenburg as aerospace company builds parts for F-35 jet](#), CBC, April 6 2022

⁸ [Elbit Systems Awarded Contract to Supply Additional Complex Composite Structural Assemblies for the F-35 Aircraft](#), Elbit Systems, 14 September 2020.

⁹ *ibid*

¹⁰ "CombatGuard – Israel," Army Recognition, <https://armyrecognition.com/military-products/army/armoured-personnel-carriers/wheeled-vehicles/combatguard-israel-uk>

¹¹ Merkava Mk 4: Heavy Authority," ArtStorm, <https://artstorm.com/en-US/news/merkava-mk-4-heavy-authority>

Nexeya Canada - 400 Alden Rd, Markham, ON L3R 4C1, Canada

Nexeya Canada, owned by the Hensoldt Group, supplied Elbit's military aerospace division in Haifa with its Modular Product Tester (MPT) and associated units. This equipment is used to validate the complex electrical wiring of Israeli aircrafts including the F35 and the F16, drones, and missile systems. Its function is to guarantee that guidance, surveillance, and weapons systems are free of faults before deployment. This quality control is fundamental to ensuring that Israeli military hardware performs as designed during combat missions.

Noranco Woodbridge (a PCC Company) - 710 Rowntree Dairy Rd, Woodbridge, ON L4L 5T7, Canada

Noranco Woodbridge, a division of PCC Aerostructures operating near Toronto, sent structural components for landing gear, including nuts, bearings, hinges, and shafts, to Elbit's Cyclone facility. These are not simple hardware; they are precision-engineered parts that form the backbone of landing gear assemblies for Israeli military aircraft. Their durability and reliability are essential for enabling combat jets and transport planes to operate from airbases to conduct sorties over Gaza and the West Bank. PCC Aerostructures' is a Canadian supplier¹² of F-35 components, including keel beams and machined parts.

Pixus Technologies - 50 Bathurst Dr, Waterloo, ON N2V 2C5, Canada

Pixus Technologies, a Canadian firm, sent semi-rugged enclosures and radio components to Elbit's Electronic Warfare (EW) and Signals Intelligence (SIGINT) division in Holon. These specialized containers are designed to house the sensitive electronics that form the core of Israel's signal interception, surveillance, and electronic jamming systems. By protecting this hardware from the rigors of the battlefield, Pixus enables the deployment of critical EW platforms used for intelligence gathering and disrupting communications during military operations.

Power Electronics (CPI Industries) - 45 River Dr, Georgetown, ON L7G 2J4, Canada

CPI Industries supplied powerful amplifiers to Rada Electronic Industries, an Elbit subsidiary specializing in tactical radar systems. CPI's amplifiers are designed to boost microwave and radio frequency signals, a function that is critical for military radar, satellite communications, and electronic warfare. These components directly enhance the capabilities of Israeli radar systems used for target acquisition and power the electronic warfare pods designed to jam enemy defences.

Montreal

Apollo Microwaves - 1650 Trans Canada Route, Dorval, Quebec H9P 1H7, Canada

Apollo Microwaves LTD. is a Canadian company located in Dorval, Québec. The company manufactures standard and custom-engineered microwave components, subsystems and products that can be used in military communications and radar systems.¹³ The Government

¹² [Premier Ford Works to Build on Ontario's Multi-Billion Dollar Trade Relationship with Texas](#), Government of Ontario Newsroom, February 10, 2020.

¹³ <https://www.apollomw.com/>

of Canada has named Apollo Microwaves as a company implicated in an ongoing lawsuit¹⁴ challenging arms exports to Israel. It lists a distributor in Tel Aviv on its website¹⁵.

The two “*Coupler, Adaptor*” shipments are part of the double-ridge components¹⁶ and are essential waveguide components for RF/microwave systems, enabling seamless signal management and system integration. Couplers efficiently split or sample RF signals (e.g., -20dB to -3dB coupling) with minimal loss, critical for radar, EW, and satcom power monitoring. Adaptors provide precision transitions between waveguide sizes/flanges or waveguide-to-coaxial interfaces, ensuring broadband compatibility (e.g., WR-28 to WR-75) for multi-platform defence systems. These components guarantee signal integrity in harsh environments—from jamming-resistant communication to retrofitted legacy systems.

CAE Inc. - 8585 De la Côte-de-Liesse Rd, Saint-Laurent, Quebec H4T 1G5, Canada

CAE, located in St Laurent, is a Canadian manufacturer of simulation and modelling technologies and training services for civil aviation and defence. CAE has worked in partnership with a number of major Israeli arms companies, including IAI, Aeronautics Defense Systems, and Elbit, and has supplied trainers and combat aircraft simulators to the Israeli military.

Multiple shipments appear to be from CAE. From the list above, “*Connector, Spare Parts, Slipball Assembly, and Led Switch*” likely refer to aviation or flight simulator components used by CAE.

The shipments labeled “Connector” refer to an electrical interface, “Spare Parts” is likely for maintenance operations, “Slipball Assembly” is possibly a flight instrument, and “LED Switch” a cockpit panel button. These may relate to simulator hardware, avionics, or aircraft maintenance parts in CAE’s supply chain.

The two “*Elbit Systems Repairs*” likely refers to the repair for avionics, flight systems, or defence equipment. In the context of CAE Montreal, this could involve servicing Elbit-manufactured components—such as avionics, head-up displays (HUDs), mission computers, or flight simulator parts—used in CAE’s training systems or defence contracts. These repairs may be part of a subcontracting agreement, ensuring operational readiness for critical aerospace and military hardware.

CMC Electronics - 600 Bd Dr.-Frederik-Philips, Saint-Laurent, QC H4M 2S9, Canada

CMC Electronics is a provider of avionics solutions for both commercial and military aviation. Specializing in advanced navigation systems, cockpit integration, avionics computers, sensors, and display technologies¹⁷.

The five shipments in the table show: “*Doppler Navigation Sensors (2), Doppler Navigation, Antennas Doppler Navigation Sensors, Dual Processor Interface Test Station.*” Information from commercially-available export data allows us to confirm that these five shipments have been identified as “Elbit Systems parts”. CMC Electronics’ Doppler navigation sensors, antennas, and

¹⁴ [Arms Exports to Israel Challenge](#), CLAIHR

¹⁵ [Apollo Microwaves | Reps](#)

¹⁶ https://www.apollomw.com/products/?id=262164&product=Double_Ridge_Components

¹⁷ <https://cmcelectronics.ca/>

dual processor test station destined for Elbit Systems Cyclone in Karmiel will likely be used for military helicopter avionics upgrades, particularly for terrain-following navigation systems. These components support Cyclone's specialization in aircraft modernization and flight test validation.

General Dynamics OTS - 5 Mnt des Arsenaux, Repentigny, Quebec J5Z 2P4, Canada

General Dynamics Ordnance and Tactical Systems – Canada (GD-OTS Canada) is a producer of military ammunition with a handful of manufacturing facilities in Quebec, including the Repentigny facility whose shipments are detailed in this report.

General Dynamics OTS is known for supplying advanced artillery propellants to the Israeli military. In August 2024, as part of a weapons package to Israel, the US Congress approved¹⁸ the purchase of 50,000 High Explosive Mortar cartridges worth CAD\$83 million from General Dynamics Ordnance and Tactical Systems Inc, located in Quebec. This purchase was to be transferred to the US and then on to Israel.

In September 2024 the Canadian Commercial Corporation, a Canadian Crown corporation, signed a contract¹⁹ to provide the US DOD with CAD \$78.8 million of artillery propellant to the US Department of Defense – destined for use by the Israeli and Ukrainian militaries. The propellant was to be produced by GD-OTS-Canada's production facility in Valleyfield, Quebec. This facility is the sole provider to the US of this variant of explosive fuel needed to launch 155mm artillery shells, which have been used extensively by Israel in its attacks on Gaza.

This report documents three “cartridges” shipments between October 2024 and July 2025.

GD-OTS Canada is wholly owned by General Dynamics Corporation, the fifth largest military contractor in the world²⁰. General Dynamics manufactures a wide variety of military products under its various divisions including combat vehicles, weapons systems, munitions, naval ships, information technologies, and aerospace products. They have multiple Canadian locations including in Quebec, Alberta, and Ontario. General Dynamics is known to supply the Israeli military with a variety of weapons²¹ including MK-82 and 84 bombs²². Their technologies are also integrated into many weapons systems used by Israel including F-15 and F-35 fighter jets and armoured combat vehicles.

Marinvent Corporation - 50 Chem. de la Rabastalière E #10, St-Bruno-de-Montarville, Quebec J3V 2A5, Canada

Located in Saint Bruno de Montarville, next to Montreal, Marinvent is a privately held Canadian aerospace consultancy.²³

The “APM Parts” here refers to “Airfoil Performance Monitor”. The APM system is an aviation technology that directly monitors airfoil performance in real-time by measuring boundary

¹⁸ [U.S. Names Quebec Contractor In Newly Approved Arms Sale To Israel](#), *The Maple*, August 15, 2024.

¹⁹ [Canada under Contract to Supply the IDF with Artillery Propellant](#), Project Ploughshares, March 26, 2025.

²⁰ [General Dynamics Corp.](#), AFSC Investigate, August 15, 2024.

²¹ [Signal: “ Hamas has created additional demand ” – analysts](#) *Army Technology*, October 31, 2023.

²² [General Dynamics Corp.](#), AFSC Investigate, August 15, 2024.

²³ <https://www.marinvent.com/about/>

layer turbulence providing critical stall margin awareness even with iced or degraded wings. For military operations, APM enhances mission capability by improving safety for manned and unmanned platforms, reducing fuel consumption through efficient flight profiles, minimizing brake wear via optimized approach speeds, and allowing data-driven maintenance decisions. APM is advertised as giving pilots and autonomous systems situational awareness to maintain peak aircraft performance in combat environments²⁴.

Pratt & Whitney - 1000 Bd Marie-Victorin, Longueuil, QC J4G 1A1, Canada

Pratt & Whitney Canada (P&WC) is the Canadian arm of Pratt & Whitney, a subsidiary of RTX (formerly Raytheon Technologies)²⁵. It is headquartered in Longueuil, Quebec. Pratt & Whitney has profited from a decades-long relationship with Israel's Ministry of Defense. Its public relations materials²⁶ boast that the Israeli Air Force has flown planes powered by Pratt & Whitney engines since 1947 – the year before the state of Israel was established.

The Israeli Air Force currently operates Pratt & Whitney F100-powered F-15 & F-16 fighters, and Pratt & Whitney PT6-powered trainers. Pratt & Whitney currently has a 15-year contract²⁷ with Israel's Ministry of Defense to service the entire fleet of IAF F-15s and F-16s – the latter being the IAF's most important fighter jet. The contract ends in 2031. Both the F-15s and F-16s are being used by the Israeli Air Force to carry out its deadly bombing campaign of Gaza.

Pratt & Whitney Canada manufactures the PT6A turboprop engines²⁸ used in Israel Aerospace Industries' Heron TP (Eitan) drones²⁹. These combat drones can be armed and used to carry out airstrikes, surveillance, intelligence gathering and target acquisition. The Israeli military has deployed them in past wars on Gaza³⁰ as well as the current³¹ offensive.

P&W Canada avoids scrutiny for the export of its PT6A turboprop engines because they are generally classified as commercial goods and as such their export is not subject to regulation under Canada's arms control regime and does not require permits. On its website, the PT6A is described as a "general aviation engine." Project Ploughshares has published a helpful discussion³² of this as well as a second loophole – through which P&WC can export PT6A engines modified for military use by designating the manufacturer of the aircraft they're intended for as the end-user, instead of the ultimate military recipient which is the true end-user.

The shipment "Aircraft Engine PT6a-67f" refers to a turboprop aircraft engine (a turbine engine) produced by Pratt & Whitney Canada. The PT6a-67f is a variant of the model under the category "large"³³.

²⁴ <https://www.marinvent.com/solutions/apm/>

²⁵ <https://www.prattwhitney.com/>

²⁶ [Pratt & Whitney, Israeli Ministry of Defense Sign Historic 15 Year F100 Engine Sustainment Contract](#), Pratt & Whitney, December 2, 2015.

²⁷ [Pratt & Whitney, Israeli Ministry of Defense Sign Historic 15 Year F100 Engine Sustainment Contract](#), Pratt & Whitney, December 2, 2015.

²⁸ [PT6A Engine](#), Pratt & Whitney

²⁹ [Program Dossier: IAI Heron](#), *Aviation Week*, March 16, 2022

³⁰ [RTX Corp](#), AFSC Investigate, October 29 2022

³¹ [Germany clears Israel's use of two Heron TP combat drones, source says](#) *Reuters*, October 11, 2023.

³² [Export suspension exposes flaws in Canada's arms controls](#), Project Ploughshares, November 30, 2020

³³ [PT6A Engine](#), Pratt & Whitney

Rheinmetall Canada - 225 Bd du Séminaire S, Saint-Jean-sur-Richelieu, QC J3B 8W1, Canada

Rheinmetall Canada is a member of Rheinmetall Group, Germany's largest weapons manufacturer. Rheinmetall Canada works on vehicle systems, air defence, weapons, command and communications, soldier systems, robotics, and airport ground support equipment.³⁴ Globally, Rheinmetall provides a number of products to the Israeli military including rounds of 120mm precision tank ammunition³⁵.

The shipment “Vss Antenna Base Kit” from Rheinmetall Canada sent to Elbit Systems Land and C4I in Netanya, is most likely be used for vehicular or ground-based communication and command-and-control (C4I) systems. Given Rheinmetall's expertise in defence vehicle integration and Elbit Land & C4I's focus on battlefield networking and tactical communications, this kit could support secure radio/SATCOM systems, battle management platforms (BMS), or unmanned ground vehicle (UGV) connectivity. Potential applications include real-time data sharing, GPS-aided navigation, or mesh networking for armored vehicles, command posts, or reconnaissance systems—enhancing situational awareness and interoperability in modern military operations.

Ottawa

Calian GNSS - 175 Terence Matthews Crescent, Ottawa, ON K2M 1W8, Canada

Calian GNSS and Advanced Technologies is a provider of high-precision GNSS antennas, multi-constellation receivers, and advanced technical solutions for aerospace, defence, satellite communications (SATCOM), and terrestrial wireless industries³⁶. Specializing in mission-critical applications, the company designs and manufactures products—including Globalstar and Iridium-compatible systems—while delivering tailored engineering services for clients such as the Canadian Department of National Defence, Boeing, and Lockheed Martin. Their expertise include spanning Earth stations, defence manufacturing, test and measurement, agritech, and nuclear technologies.

Given its destination at Elbit Systems EW and SIGINT, the “GPS Antenna” is expected to be integrated into defence systems such as UAVs, secure communication platforms, or surveillance technologies.

Vancouver

Anodyne Electronics Manufacturing Corporation - 966 Crowley Ave Unit #100, Kelowna, BC V1Y 0L1, Canada

Anodyne Electronics Manufacturing Corporation (AEM) is a Canadian aerospace electronics company specializing in the design and production of mission-critical avionics and communications systems. Its core product lines include digital audio systems, caution and warning panels, loudspeaker amplifiers, and specialized communications equipment for helicopters, fixed-wing aircraft, and special-mission platforms. AEM's equipment is marketed as suitable for integration in both civilian and military aviation contexts.

³⁴ <https://www.rheinmetall.com/en/company/subsidiaries/rheinmetall-canada/about-us>

³⁵ [Gaza-Krieg: Bundesregierung prüft Lieferung von Panzermunition an Israel - DER SPIEGEL](#)

³⁶ <https://www.calian.com/advanced-technologies/about-us/>










 Lufthansa Lufthansa (LH)	27
 Air India (AI)	24
 Challenge Airlines (5C)	12
 Air France (AF)	8
 Avelo Airlines (XP)	6
 Etihad Airways (EY)	4
 EL AL Israel Airlines (LY)	3
 Silkway* (5L)	2
 Air Canada (AC)	2
 Discover Airlines (4Y)	2
 FedEx Express (FX)	1
 Air Transat (TS)	1
 Royal Air Maroc (AT)	1

Figure 17. **The number of involved flights by each airline to deliver the 47 found shipments**

Appendix A-2: Additional Complicit Companies Not Covered in This Report

This is a non-exhaustive list¹ of companies whose operations in Canada are involved in arming Israel, but whose shipments were not identified in this report.

Note that many listings below reference the production of parts for the F-35 supply chain. The F-35 is Lockheed Martin's flagship fighter jet and the most advanced warplane used by the Israeli Air Force. The Israeli versions of these fighter jets, known as F35I Adirs, have been used extensively by Israel in its deadly bombing campaign on Gaza.

Apex Industries

A Canadian company that produces 63² structural components for the F-35³ out of its Moncton, New Brunswick facility. These aluminum metallic components span the forward fuselage and wing⁴ of the fighter jet.

Arconic / Howmet Aerospace / Kawneer Company Canada

Arconic produces goods used in military aircrafts, notably including Boeing Apache Helicopters and Lockheed Martin F-35 Fighter Jets, both of which are key weapons systems used by the Israeli military in their aerial assaults on Gaza. The company boasts⁵ about supplying the titanium for all three F-35 variants as well as single-piece aluminum bulkheads.

In 2020, Arconic split with Howmet Aerospace which was slated to continue as “sole-source of titanium and aluminum bulkheads for the F-35 Joint Strike Fighter.”⁶ This company continues to provide parts to the F-35 program from Canadian facilities, for example it is listed for a \$297,000 subaward⁷ for “Optical Bed - Casting - RDD” on May 9 2024 under the subcontractor name “Howmet Aluminum Castings”. Howmet is also listed as the Canadian subcontractor for components of Boeing Apache Helicopters, for example in this 2023 listing⁸.

Arconic also operates in Canada under the name Kawneer Company Canada Ltd., and has several locations in Ontario, Quebec, and Alberta.

ASCO Aerospace Canada Ltd.

ASCO Aerospace is a Canadian aerospace company located in Delta, BC. They manufacture the F-35 bulkhead, the “fighter’s single largest part”⁹. As of 2022, ASCO Aerospace Canada

1 Additional information on these companies and other weapons companies arming Israel and a map of their Canadian locations is available at worldbeyondwar.org/canadastoparmingisrael

2 [Twitter post](#), Opportunities New Brunswick, July 20, 2021.

3 [Is a Moncton company helping to build jet fighters bombing Gaza?](#), Community Media Portal, June 4 2024.

4 [Apex Industries is newest F-35 Canadian industrial partner](#), *Skies Mag*, September 4, 2013

5 [Twitter post](#), Arconic, July 20, 2018.

6 [Arconic splits businesses, forms Howmet Aerospace](#), Aerospace Manufacturing and Design, March 31 202.

7 [Sub 4106248170 \(Compagnie Howmet Canada\)](#), HigherGov, n.d..

8 [Sub 4105631427 \(Compagnie Howmet Canada\)](#), HigherGov, n.d..

9 [B.C. aerospace industry comeback gaining altitude](#), Business in Vancouver, Sept. 15, 2022.

had produced 600 of these bulkheads¹⁰ for the F35 program. An article by Lockheed Martin in 2022 stated that there were 750 F35s in existence¹¹. Given these proportions, it seems that while ASCO may not be a sole source supplier for the F-35, they are certainly a majority supplier of the bulkheads.

ATP / Veryon / Casebank

A company that makes software for the F-35 program. In 2019 they opened a new site in Mississauga which they described as designed to support teams working on “advanced software for the Lockheed Martin F-35 Lightning II where the company’s SpotLight troubleshooting solution is an official Canadian supplier”¹².

The name and ownership of this company has shifted substantially in the past decade. In 2016, Aircraft Technical Publishers acquired Casebank¹³, and in Casebank Technologies and its parent company Aircraft Technical Publishers rebranded themselves as ATP¹⁴. In June 2023 ATP announced¹⁵ that they had rebranded as Veryon¹⁶.

Casebank was noted as being involved in the Canadian F-35 program in an infographic from 2015¹⁷ and has a \$57,200 USD F-35 subaward listed in 2023 to be performed in Mississauga¹⁸.

BAE Systems

The world’s seventh largest weapons manufacturer, BAE is a multinational aerospace, defence and information security company, based in London, England.

Globally, BAE Systems supplies the Israeli military with a wide variety of weapons, including components for combat aircraft, munitions, missile launching kits, and armored vehicles. BAE technologies are also integrated into Israel’s main weapon systems, including drones, warships, and fighter jets such as F-15, F-16, and F-35s.

In Canada, BAE¹⁹ partners with Canadian companies Magellan²⁰ and Avcorp²¹ in producing key aerostructures for the F-35, including key tail and wing components.

¹⁰ [B.C. aerospace industry comeback gaining altitude](#), Business in Vancouver, Sept. 15, 2022.

¹¹ [F-35 Expands Global Presence in 2021](#) Lockheed Martin, Jan. 3, 2022.

¹² [ATP Opens New Canadian Headquarters](#), ATP, Dec. 3, 2019.

¹³ [Aircraft Technical Publishers \(ATP\) Announces Acquisition of CaseBank Technologies, Inc.](#), Global Newswire, Dec. 12, 2016.

¹⁴ [Aircraft Technical Publishers \(ATP\) Announces Acquisition of CaseBank Technologies, Inc.](#), Veryon, April 15 2020

¹⁵ [ATP is now Veryon: Unveiling a new era of uptime and innovation](#) Businesswire, June 6, 2023.

¹⁶ [Veryon](#), n.d..

¹⁷ [Over \\$750M in Contracts to Date & \\$11B in Total Opportunities](#), EPT, Sept., 2015.

¹⁸ [CONTRACT to LOCKHEED MARTIN CORPORATION | USAspending](#), [USAspending.gov](#), n.d..

¹⁹ [Bae Canada](#), Baesystems, n.d..

²⁰ [MAGELLAN AEROSPACE SIGNS AGREEMENT WITH BAE SYSTEMS FOR F-35 AIRCRAFT ASSEMBLIES](#), Magellan Aerospace, Dec. 9, 2022.

²¹ [Avcorp Awarded F-35 contracts by BAE Systems for its Carrier Variant \(CV\) Outboard Wing](#), Cision, Jul 28, 2020.

Ben Machine Products

Ben Machine Products is a Canadian company that produces electro-hydraulic actuation system components for the F-35s.^{22 23} The actuation system controls everything which causes the aircraft to manoeuvre in flight²⁴. The CEO, Michael Iacovelli elaborated that Ben Machine was “the only company in North America which can deliver the required specifications [for the F-35]”.²⁴

Collins Aerospace

Collins Aerospace is a subsidiary of RTX (formerly Raytheon). RTX is the world’s second largest military company. Globally, Collins participates in the production of F-16, F-35s and Apache helicopters. The Collins Aerospace Oakville factory manufactures landing gears for F-35 fighter jets.²⁵

Curtiss-Wright

Curtiss-Wright is an aerospace company that supports Lockheed Martin’s F-35 program, providing equipment connected to the handling and launching of armaments and missiles on these fighter jets, as well as electronic warfare controllers and embedded computing and sensor electronics²⁶. The company also provides electronics to Apache helicopters, another key weapon currently being used for Israel’s aerial attacks on Gaza.

Curtiss-Wright’s Mississauga location has several 2023 and 2024 listings in the USA Spending’s disclosure of F-35 suppliers. One such contract was a \$36,005 USD award from February 2024²⁷. Curtiss-Wright is also featured on multiple F-35 Canadian supplier diagrams produced by Lockheed Martin^{28,29}.

Cyclone Manufacturing

Cyclone Manufacturing is a Canadian company that builds precision parts for Lockheed Martin’s F-35s out of several facilities in the Greater Toronto Area^{30,31}.

Excelitas

Excelitas is a company headquartered in Pittsburgh, PA with a Canadian subsidiary: Excelitas Canada Inc, with four locations, two in Quebec and two in Ontario. They are involved in the design, development and manufacture of photonic technologies with military and civilian applications. Excelitas appears to have a distributor for its defense and aerospace sensors and lasers in Tel Aviv: Tech NiKo Ltd,³² as well as for its defense optronics: Prolog Optics.³³

22 [Premier Ford Works to Build on Ontario’s Multi-Billion Dollar Trade Relationship with Texas](#), Government of Ontario, Feb. 10, 2020.

23 [Canadian Innovator Ben Machine & Global Defence Aircraft](#), Ben Machine Products, Mar. 14, 2022.

24 [Global F-35 Aircraft Supported by Canadian Innovation | WhatsYourTech.ca](#), Whats Your Tech.ca, Dec. 2, 2021.

25 [Geib, Tim](#), LinkedIn, via WebArchive, captured Dec, 2024.

26 [Aerospace Defense](#), Curtiss-Wright, 2025.

27 [Plans and Pricing | HigherGov](#), HigherGov, Feb. 29, 2024.

28 [Over \\$750M in Contracts to Date & \\$11B in Total Opportunities](#), EPT, Sept, 2015.

29 [Canada F-35 Industrial Participation](#), Lockheed Martin, Sept. 23, 2019.

30 [Lockheed Martin | Cyclone MF](#), Cyclone MFG Inc, 2022.

31 [Mississauga’s Cyclone Manufacturing Launches \\$65M Expansion Project](#), Canadian Manufacturing, Aug. 9, 2017.

32 [Local Sales Distributors: Defence & Aerospace Sensors](#), Excelitas, n.d..

33 [Local Sales Distributors: Defense Optronics](#), Excelitas, n.d..

They are or have been holders of valid permits to export military goods to Israel as recently as 2023. They have identified themselves as such in the context of the lawsuit filed in federal court, and the legal team involved has asked that the company be named as a respondent³⁴.

Gastops

Gastops is a Canadian company with offices in Ottawa, ON, Dartmouth, NS and Mount Pearl, NL. Gastops produces engine sensors, which detect engine wear³⁵. Their MetalSCAN oil debris sensor is in every F-35 engine and they are the sole supplier of this part, meaning that they are the only company in the world that produces this specific engine sensor. Their status as a sole supplier has been confirmed by journalistic investigation³⁶, is mentioned in Gastops sales documents³⁷, and further confirmed on Lockheed Martin Canada's X (formerly Twitter) account where they state "Checkout the critical tech that our Canadian partners at @gastops provide for every single @theF35 produced globally"³⁸.

Gastops supplies their sensors to Pratt & Whitney, who fit them into the F-35 engines, and then supply these engines to Lockheed Martin. Due to lack of transparency in the supply chain of military technologies, it is unknown if this fitting occurs in Canada or in the US. However, given Gastops status as a sole supplier, it is definitive that these Canadian made engine sensors are in every one of Israel's F35Is and have therefore directly aided the Israeli genocide in Gaza.

GeoSpectrum Technologies

GeoSpectrum is a subsidiary of Elbit,³⁹ Israel's biggest military and arms company. Located in Dartmouth, Nova Scotia, Geospectrum Technologies specializes in underwater acoustic transducers and systems, and also make surveillance software with military uses.

In July 2024, GeoSpectrum Technologies identified itself as the holder of at least two export permits for military goods to Israel in the context of one of the arms exports lawsuits against the government of Canada. The company argues that their water based sonars are non-lethal and not "instruments of war"⁴⁰, asking to be removed from the lawsuit.

One of the permits was for a towed sonar system that was exported for demonstration and was to be returned to a Canadian defense company. The second has not yet been matched to a specific kind of military equipment or technology.

Héroux-Devtek

Héroux-Devtek is a Canadian aerospace company that specializes in the design, development, and manufacture of landing gear, actuation systems and components, including the landing great and other components for F-15, F-16, F-35, and CH-53K King Stallions, some of the major

34 [Companies Ask Court To Keep Their Israel Export Details Secret](#), The Maple, July 18, 2024.

35 [Gastops: Ottawa-based innovation in the F-35 program](#), Ottawa Life Magazine, Dec. 7, 2021.

36 [Ottawa-based company is key to keeping Israeli warplanes bombing Gaza](#), the Breach, Sept. 12, 2024

37 [F-35 LIGHTNING II](#), Gastops, n.d..

38 [Lockheed Martin Canada X post](#), X, Mar. 3, 2020.

39 [GeoSpectrum Technologies Unveils Powerful Compact Long-Range Underwater Acoustic Effector | Elbit Systems](#), Elbit Systems, Aug. 10, 2020.

40 [Companies Ask Court To Keep Their Israel Export Details Secret](#), The Maple, July 18, 2024.

aircraft used by the Israeli military. Headquartered in Longueuil, Quebec,⁴¹ Héroux-Devtek has facilities in the Greater Montreal area, Kitchener, Cambridge and Toronto, Ontario; as well as in the US, the UK, and Spain. Héroux-Devtek exports components to the US that are used in various weapons systems.

Héroux-Devtek has various subaward contracts to produce parts for the F-35 program, namely wing bulkheads and wing structural components. Further, a 2013 article notes that “Héroux-Devtek also designed, qualified, and now produces all the uplocks for the main and nose landing gear doors” in every F-35⁴². Héroux-Devtek also holds a patent for “uplock release assembly” for the landing gears⁴³. It is probable that Héroux-Devtek is a sole source supplier of this part to the F-35 assembly, making it highly likely that this Canadian-made part is in every one of Israel’s F-35s.

Further, Heroux-Devtek is contracted by Honeywell Aerospace to assemble aluminum boxes for their complex Power Thermal Management System, which is a system installed on all F-35 variants⁴⁴.

The company also designed⁴⁵ and manufactures the landing gear⁴⁶ for the Sikorsky CH-53K King Stallion, a transport helicopter used by the Israeli air force. The Israeli military uses 22 CH-53Ks and has at least 12 more on order with Sikorsky⁴⁷, a subsidiary of Lockheed Martin. These helicopters are used for troop and cargo transport, search and rescue, and to “support Israeli special operations programs”⁴⁸. Héroux-Devtek also provides the landing gear for Boeing’s F-15 fighter jet⁴⁹ and Lockheed Martin’s F-16 program⁴⁹.

Honeywell Aerospace

Honeywell Aerospace has provided jet engines as well as components in many of the guided bombs, missiles, and drones used by the Israeli military, including to trainee fighter jet planes.⁵⁰ Honeywell’s Mississauga plant⁵¹ produces⁵² the controllers⁵³ for the Power and Thermal Management System for Lockheed Martin’s F-35 fighter jet, a system installed on all F-35 variants.

One of Honeywell’s products, a family of sensors called Inertial Measurement Units (IMU), are an integral component⁵⁴ in many guided bombs, missiles, and drones. For instance, the company’s

41 [Profile - Héroux Devtek](#), Heroux-Devtek, 2025.

42 [Lockheed Martin recognizes Canadian suppliers for F-35 Lightning II](#), Skies, May 30 2013.

43 [Patent 2610490 Summary](#), Government of Canada, n.d..

44 [Lockheed Martin recognizes Canadian suppliers for F-35 Lightning II](#), Skies, May 30 2013.

45 [Héroux-Devtek Proudly Announces the Awarding of an Important Contract by Aircraft Manufacturer Lockheed Martin - Oct 28, 2021](#), Héroux-Devtek, Oct. 28, 2021.

46 [Aircraft landing gear maker Héroux-Devtek reports third-quarter profit and sales up - The Globe and Mail](#), The Globe and Mail, Feb. 7. 2024.

47 [World Air Forces](#), Flight International, 2024.

48 [U.S. Navy Awards Sikorsky Contract to Build 35 CH-53K® Helicopters](#), Lockheed Martin, Aug. 23, 2023.

49 [\\$35 Million in Contracts for Heroux-Devtek](#), Wings, April 1, 2011.

50 [Honeywell-powered Leonardo M-346 lives up to every expectation with Israeli Air Force](#), Honeywell Aerospace, n.d..

51 [Government of Canada Delivering Long-Term Jobs and Economic Opportunities for Mississauga](#), Government of Canada, Nov. 9, 2010.

52 [Premier Ford Works to Build on Ontario's Multi-Billion Dollar Trade Relationship with Texas](#), Feb. 10, 2020.

53 [The Canada 2020 Innovation Summit](#), Nov. 2, 2011.

54 [Companies Profiting from the Gaza Genocide](#), American Friends Service Committee, n.d..

HG1700 IMU is part⁵⁵ of Boeing's JDAM kits, which turn unguided bombs into precise munitions and have been one of the main weapons systems used by Israel in Gaza. Similarly, Honeywell's HG1930 IMU is part⁵⁶ of Boeing's GBU-39 Small Diameter Bombs, which have become Israel's "weapon of choice"⁵⁷ in Gaza.

Inkas

Headquartered in Toronto, Inkas manufactures armored vehicles, including a range of Armoured Personnel Carriers (APCs)⁵⁸, Mine Resistant Ambush Protected (MRAP)⁵⁹, Special Weapons and Tactical (SWAT)⁶⁰, and riot control⁶¹ vehicles.

In 2016, it established a facility in Sderot, Israel, after acquiring Mayotex-Philcar⁶². According to a now-deleted website for Inkas Israel,⁶³ the company had ties to Israel's Ministry of Defense, its police force, as well as Elbit Systems, Israel's largest weapons company. The site also said INKAS Israel was founded by senior Israeli military officers with "vast combat experience"⁶⁴.

In 2018, an Israel Ministry of Defence document, publicizing Israeli defense products to international clients, claimed that Inkas Israel had "supplied the government of Israel with more command & control units than any other supplier in history"⁶⁵. It has also been reported that INKAS Israel sold cyber warfare services and remotely controlled weapon stations⁶⁶.

While the current status of INKAS Israel and the facility in Sderot is unclear, INKAS has not denied doing business with Israel, including when executives were directly confronted with this point during a factory blockade on October 30, 2023⁶⁶. In addition to a variety of armored vehicles, INKAS still advertises mobile command and control vehicles that can be used for surveillance or as "mobile war room[s]"⁶⁷.

Kraken Robotics

Kraken Robotics is a Canadian marine technology company headquartered in Mount Pearl, Newfoundland, with locations in the U.S., Brazil, Germany and the UK. Kraken makes subsea sensors, batteries, and robotic systems. In its 2023 annual report,⁶⁸ Kraken touted its ties to Elbit Systems and Israeli Aerospace Industries, two large suppliers of Israel's military technologies.

⁵⁵ [JDAM Matures Parts 1 and 2](#), Air Power Australia, Aug. 2008.

⁵⁶ [TACP-1008c IAMS | PDF | Inertial Navigation System | Weaponry](#), Scribd, n.d..

⁵⁷ [A Small American Bomb Killing Palestinians by the Dozen in Gaza](#), the New York Times, June 8, 2024.

⁵⁸ [INKAS Hudson APC](#), INKAS, n.d..

⁵⁹ [INKAS Geebor MRAP](#), INKAS, n.d..

⁶⁰ [Bulletproof SWAT Van](#), INKAS, n.d..

⁶¹ [INKAS Riot Control](#), INKAS, n.d..

⁶² [Canadian Company's Israeli Subsidiary Sold More Deadly Weapons than Advertised](#), the Breach, Oct. 31, 2023.

⁶³ [INKAS Israel](#), via WebArchive, Aug, 2018.

⁶⁴ [INKAS Israel](#), via WebArchive, Aug, 2018.

⁶⁵ [Canadian Company's Israeli Subsidiary Sold More Deadly Weapons than Advertised](#), the Breach, Oct. 31, 2023.

⁶⁶ [World Beyond War Canada X Post](#), X (formerly Twitter), Oct 30, 2023.

⁶⁷ [Mobile C4ISR Platforms](#), INKAS, n.d..

⁶⁸ [Kraken Robotics](#), May 2023.

Their subsidiary, Kraken Sonar Systems Inc. supplies Elbit Systems with the KATFISH towed sonar system⁶⁹ that is integrated into Elbit's Seagull Unmanned Surface Vehicle (USV)⁷⁰, also known as an ocean drone.

According to Kraken, the Seagull USV “can be fitted with Kraken's KATFISH sonar payload for remotely operated mine countermeasures and underwater intelligence, surveillance and reconnaissance missions”⁷¹, and can be fitted with remotely operated .50-caliber machine gun and wire-guided torpedoes⁷¹. The Israeli navy has reportedly deployed the Seagull USV off the coast of Gaza during Israel's assault on the territory in 2023-2024⁷².

Kraken Robotics also supplies⁷³ Israel's Elta Systems, a division of Israel Aerospace Industries, with Miniature Synthetic Aperture Sonar⁷⁴ for Elta's Blue Whale Unmanned Underwater Vehicle. The Blue Whale is an autonomous submarine system that can carry out surveillance, intelligence gathering, reconnaissance and mine counter measures.

Magellan Aerospace

Magellan is a Canadian aerospace manufacturer and one of largest producers of F-35 parts in Canada.

Magellan's Winnipeg facility, in contract with BAE systems, manufactures assemblies that are critical for the flight of F-35 fighter jets. In 2019, this factory manufactured approximately 50% of the tail assemblies for the conventional take off and landing F-35s⁷⁵, which have been the type procured by Israel, with a commitment to further ramp up tail assemblies production⁷⁶.

Magellan's Kitchener facility was awarded a multi-year contract in 2022 from Lockheed Martin for complex machined titanium components for all three variants of the F-35 aircraft⁷⁶.

Magellan also produces magnesium and aluminum castings for Boeing's F-15 program⁷⁷. The F-15 fighter jet is currently used by the Israeli military and in November 2024 Israel signed a \$5.2 billion deal to acquire 25 new F-15 fighter jets⁷⁸.

PCC Aerostructures Centra

PCC Aerostructures' Canadian locations (formerly known as Centra) produce components for F-35 fighter jets⁷⁹. In the 2019 Lockheed Martin handout⁸⁰ enumerating the participation of

⁶⁹ [Kraken to Supply Sonar System to Major Israeli Defence Contractor](#), Kraken Robotics, Feb. 23, 2016.

⁷⁰ [Seagull™ USV: Multi-Mission Unmanned Surface Vessel](#), Ebit Systems, n.d..

⁷¹ [Kraken to Supply Sonar System to Major Israeli Defence Contractor](#), Kraken Robotics, Feb. 23, 2016.

⁷² [Assessment: Israeli Navy Uses Elbit's "Seagull" During Current War](#), Israel Defense, Nov. 16, 2023.

⁷³ [Kraken Receives Synthetic Aperture Sonar Order from HII - The Globe and Mail](#), the Globe and Mail, Nov. 2, 2023.

⁷⁴ [Kraken SAS: Advanced Sonar Solutions](#), Kraken Robotics, n.d..

⁷⁵ [Magellan Lands Lucrative F-35 Contract Extension](#), Winnipeg Free Press, May 14, 2019.

⁷⁶ [Magellan Aerospace Signs Multi-Year F-35 Lightning II Contract](#), World Beyond War, Nov 22, 2022.

⁷⁷ [Magellan Aerospace Signs Agreement with Collins Aerospace for Complex Castings](#), Magellan Aerospace, March 6, 2023.

⁷⁸ [Israel signs \\$5.2 billion deal to acquire 25 F-15 fighter jets from Boeing](#), Reuters, Nov. 7, 2024.

⁷⁹ [Premier Ford Works to Build on Ontario's Multi-Billion Dollar Trade Relationship with Texas](#), Government of Ontario, Feb. 10, 2020.

⁸⁰ [Canada F-35 Industrial Participation](#), via WebArchive, November 27, 2020.

Canadian companies in the F-35 program, PCC Aerostructures Centra is listed as supplying keel beams and, through a company formerly known as Dorval which is now part of PCC Aerostructures Centra, it also is listed as supplying machined parts.

Their Cambridge, Ontario, facility, does work on forward and centre fuselage machined components for F-35 fighter jets⁸¹. There are also multiple listings worth millions of dollars in the subcontractors search for “Centra Industries Inc.” pertaining to F-35 fighter jet components for 2023 and 2024⁸².

Notably, Noranco Woodbridge is a division of PCC Aerostructures Centra whose shipments to Elbit Systems Cyclone facility of structural components for landing gear, including nuts, bearings, hinges, and shafts, were identified in this report.

TTM Technologies Inc. (formerly Viasystems Toronto Inc.)

TTM Technologies is a US-headquartered company that bills itself as one of the top five global manufacturers of printed circuit boards (PCBs) as well as a leading producer of “engineered systems, radio frequency (“RF”) components and RF microwave/microelectronic assemblies.” It has a Canadian location in Toronto⁸³ and in 2023 appears to have registered a subsidiary, TTM Technologies Tel Aviv Ltd⁸⁴, in Israel.

On a global scale, TTM Technologies supplies some of the world’s biggest weapons manufacturers such as Lockheed Martin (including the F-35 program) and L3 Harris.

TTM Technologies’ Toronto location has a history of exporting bare printed circuit boards (BPCBs) to Israel. In 2018, TTM Technologies’ subsidiary Viasystems Toronto, now TTM Technologies Toronto, applied for licenses to export BPCBs to various branches of the Israeli military and Elbit Systems, as well as to an Elbit intermediary in Israel, Artem Technologies Ltd. The circuit boards were destined to be used in displays for F-15 fighter jets, communications computers for F-16 fighter jets, and in the power distribution system of Elbit’s Lizard laser guidance kits⁸⁵ which turn general purpose bombs into precision strike munitions. The circuit boards were also slated for use in rocket, radio communications and thermal imaging systems.

Between July 2022 and December 2024, GAC authorized the export to Israel of up to \$104,100,070.78 in BPCBs. By July 2024, circuit boards worth \$11,248,582.96 had been exported. While it is not confirmed that TTM products account for all of Canada’s exports of BPCBs to Israel in this period, it is known that TTM possessed valid export permits after October 7, 2023 on account of identifying themselves as a recipient of export permits to Israel in the context of the lawsuit against the Government of Canada.

⁸¹ [The Hon. Dr. Helena Jaczek X Post](#), X (formerly Twitter), Feb 21, 2023.

⁸² [Award Profile: Contract Summary](#), USASpending.gov.

⁸³ [TTM Toronto \(TOR\)](#)

⁸⁴ [Global Locations | TTM Technologies](#)

⁸⁵ [Lizard](#), Elbit Systems Land, via WebArchive, February 10 2025

Appendix B: Israeli Companies Receiving Canadian Exports

Elbit Systems

Elbit Systems is a massive, multi-billion dollar military manufacturer headquartered in Haifa. It is Israel's largest defence firm, providing 80%¹ of the Israeli military's land-based equipment and about 85%² of its drones. Elbit produces³ the Hermes 900 lethal drone, responsible for targeted killings in Gaza, and the Skylark aerial vehicle used in surveillance and arrest operations in the West Bank, among other weapons with which Israel is carrying out grave human rights violations. Entrenched in the Israeli military landscape, Elbit Systems has been continuously using Palestinians as its subjects to test and perfect various weapons systems, and then to market these "combat-proven"⁴ military technologies on the international market. Over 30% of its revenue⁵ comes from supplying the Israeli military, and its revenues are on the rise due to the IDF's war on Gaza – **Elbit is not only enabling but also profiting off of the slaughter of Palestinians.**

As seen in the **Shipments by Canadian City of Origin** section, 41 of the 47 shipments revealed in this report are associated with Elbit Systems. 39 out of the 47 were going to an Elbit Systems facility, and while two more were not going to a facility, they were identified as "Elbit Systems Part." This means that from the majority of the goods identified here:

- **89% of the goods were either directly owned by Elbit Systems (via subsidiary companies operating on its behalf) or the recipient for the majority of the goods outlined in this report.**
- **85% of the findings were shipped to an Elbit Systems facility.**

This finding underscores the significant role that multiple Canadian companies play in supporting and sustaining the operations of Elbit Systems. Furthermore, it exposes the entrenched integration of the military industrial complex within Canada, revealing the extensive and deeply rooted ties between Canada and Israel's military apparatus. The evidence further confirms that Canada is not merely complicit in supplying arms to the Israeli military, but serves as a key enabler in the production and distribution of military-related components and equipment, directly facilitating Elbit Systems to profit from the ongoing genocide.

Using the Gaza war as a testing ground, the defence manufacturer has developed a wide range of weapons systems, including the Iron Stinger precision-guided mortar shell and the Hermes series of unmanned aerial vehicles (drones).⁶

1 [Israeli Military Strangles Its Own Weapons Manufacturer To Privatize It](#), *The Real News Network*, 18 March 2018.

2 [Dirty secret of Israel's weapons exports: They're tested on Palestinians](#), *Al Jazeera*, 17 November 2023.

3 [Field Tested: Elbit Systems \(2024 update\)](#), *Visualizing Palestine*, June 2024.

4 [Dirty secret of Israel's weapons exports: They're tested on Palestinians](#), *Al Jazeera*, 17 November 2023.

5 [Elbit Systems sees further gains as defence spending set to jump](#), *Reuters*, 18 March 2025.

6 [Dirty secret of Israel's weapons exports: They're tested on Palestinians](#), *Al Jazeera*, 17 November 2023.

Elbit Systems - Ltd is the parent company of the Elbit Systems group. As Israel's largest defence contractor, the manufacturer specializes in military technology such as munition, drones, guided rocket systems and reconnaissance equipment.⁷ The company also works in the development, integration, and upgrade of mission-critical systems, including fixed-wings and rotary-wing aircraft support. Key defence platforms supported by Elbit Systems include Lockheed Martin's fighter jets, fighting vehicles, and the Israeli Merkava tank.

Researchers identified 5 different Elbit facilities all across the Israeli military landscape as the main recipients of the goods shipped from Canada. The defence contractor's portfolio encompasses:

- **Elbit Systems - Cyclone** is located in Karmiel and focuses on the design and manufacturing of metal and composite aircraft structures and assemblies. The company offers maintenance, repair and overhaul services for aircraft and helicopters of the Israeli Air Force.⁸
- **Elbit Systems - Electronic Warfare (EW) and Signals Intelligence (SIGINT)** is a division specializing in advanced electronic warfare, cyber warfare, and intelligence gathering solutions. The company develops systems for signal interception, jamming, and battlefield spectrum dominance, catering to military and defence clients.⁹
- **Elbit Systems - Land and C4I** is a key division of Elbit Systems focused on land-based military technologies and integrated command, control, communications, computers, and intelligence (C4I) systems. This division develops advanced armored vehicle systems, artillery solutions, unmanned ground vehicles, and battlefield management systems¹⁰. In December 2024, Elbit Systems secured a \$130 million contract to provide advanced communication systems to the Israel Defence Forces.¹¹ Haim Delmar, General Manager of Elbit's C4I division emphasized the company's role as "a key partner in the IDF's digital maneuver effort."¹²

Elta Systems

ELTA Systems Ltd. is a subsidiary of Israel Aerospace Industries (IAI), an Israeli state-owned weapons company. It specializes in developing advanced surveillance and targeting systems¹³ that are openly marketed as "battle-tested"¹⁴, a term rooted in their deployment against Palestinians in Gaza and the occupied territories. Many of ELTA's employees are reservists in the Israeli Defence Forces operating the systems they help develop.¹⁵ ELTA produces radar systems like the ELM-2084, which forms the backbone of Israel's Iron Dome,¹⁶ and combat vehicles for Special Units of the Israeli military.¹⁷

⁷ [Elbit Systems sees further gains as defence spending set to jump](#), Reuters, 18 March 2025.

⁸ [Plant tour: Elbit Systems Ltd., Haifa, Israel](#), CompositesWorld, 1 July 2018.

⁹ [Land EW and SIGINT](#), Elbit Systems, as of 23 July 2025.

¹⁰ [Land C4ISR](#), Elbit Systems, as of 23 July 2025.

¹¹ [Israel MOD Procures Advanced Communications Systems From Elbit Systems for \\$130M](#), Elbit Systems, as of 23 July 2025.

¹² Ibid.

¹³ [IAI-ELTA GROUP](#), IAI, as of 23 July 2025.

¹⁴ [Silent Sentinels: Revolutionizing Air Defense with Passive Sensors](#), IAI, as of 23 July 2025.

¹⁵ Ibid.

¹⁶ [ELM-2084 MMR](#), IAI, as of 23 July 2025.

¹⁷ [Introducing the "Negev" Combat Vehicle Project](#), Israeli Aerospace Industries, June 8 2022.

Through multi-million dollar contracts, ELTA's technology is funneled into the global arms market via partnerships with companies like Rheinmetall, the German weapons giant. Rheinmetall integrates Israeli radar systems into its weapons packages and sells them to Western governments, including Canada.

WaldyTech

WaldyTech is a specialized technology firm operating in navigation systems (GNSS), motion simulators, high-end sensors, imagery processing, and micro/nano-technology. The company's clients include major Israeli defence and aerospace firms such as IMOD, IAI, Rafael, and Elbit Systems¹⁸. Waldytech is the official Israel reseller of Novatel whose shipments to WaldyTech are documented in this report.

¹⁸ [Waldytech.](#), Waldytech, as of 23 July 2025.

Appendix C: Israel Tax Authority (ITA) Data Tables for Imports from Canada (October 2023 – June 2025)

The following tables present detailed import data recorded by the Israel Tax Authority (ITA) for shipments originating from Canada between October 2023 and June 2025. These records have been identified as military-relevant based on their customs classification codes.

Bullets, Ammunition, and Military Weapons

Table 10 details the military-relevant imports from Canada to Israel during the primary analysis period of this report (October 2023 – June 2025). **Table 11** expands this timeframe, beginning in August 2023, to specifically include a significant shipment of 10 million bullets that occurred prior to October 7.

Customs Code	Description	Units	Shipments
93069010	Bullets	421,070.00	4
93059900	Parts and accessories of firearms; others	735	2
93059100	Parts and accessories of Military Weapons	126	8
90131000	Telescopic sights for fitting to arms; periscopes; telescopes designed to form parts of machines, appliances, instruments	102	6
93069090	Bombs, Grenades, Torpedoes, Mines, Missiles And Similar Munitions Of War And Parts Thereof; Others	32	1
93051000	Parts and accessories of Revolvers or Pistols	31	3
87100000	Tanks and other armoured fighting vehicles, motorised, whether or not fitted with weapons, and parts of such vehicles.	1	1

Table 10. **Weapons and defence-related equipment from October 2023 to June 2025, from Canada to Israel.**

HS Code	Description	Units	Shipments
93069010	BULLETS	10,621,070.00	5
93059900	Parts and accessories of firearms; others	735	2
93059100	Parts and accessories of Military Weapons	126	8
90131000	Telescopic sights for fitting to arms; periscopes; telescopes designed to form parts of machines, appliances, instruments	102	6
93069090	Bombs, Grenades, Torpedoes, Mines, Missiles And Similar Munitions Of War And Parts Thereof; Others	32	1
93051000	Parts and accessories of Revolvers or Pistols	31	3
87100000	Tanks and other armoured fighting vehicles, motorised, whether or not fitted with weapons, and parts of such vehicles.	1	1

Table 11. **Weapons and defence-related equipment from August 2023 to June 2025, from Canada to Israel.**

Aircraft Parts

HS Code	Description	Kilograms (Kg)	Shipments	Sum of Currency in CAD
88079000	Parts of goods of heading 88.01, 88.02 or 88.06.; Other	48.70	7	\$131,480.35
88073000	Other parts of aeroplanes, helicopters or unmanned aircraft	5,765.20	107	\$23,971,993.06
88072000	Under-carriages and parts thereof	66.3	4	\$233,368.01
88071000	Propellers and rotors and parts thereof	273	7	\$1,509,406.41
88069200	Parachutes, including dirigible parachutes, paragliders, and rotochutes; parts and accessories thereof; Others	1* Unit	1	\$127.59
88022090	Other aircraft (e.g., helicopters, airplanes) except unmanned aircraft; spacecraft and launch vehicles; Aeroplanes and other aircraft ≤ 2,000 kg; Others	2* Units	1	\$38,099.49

Table 12. **Cumulative imports under customs category 88 from October 2023 to June 2025.**

Strategic Communication and Surveillance Technologies

HS Code	Description	Units	Shipments	Sum of Currency IN CAD
90139000	Parts and accessories of lasers (excluding laser diodes) and other unspecified optical instruments	221* Kg	23	\$336,867.88
90138090	Lasers (excluding laser diodes); other optical devices and instruments not elsewhere specified; Others	1,186.00	87	\$2,199,559.81
90132000	Lasers (excluding laser diodes)	454	21	\$4,827,336.34
85269200	Radar, radio navigational aid, and remote control apparatus – Radio remote control apparatus	567	13	\$1,251,171.67
85269190	Radar, radio navigational aid, and remote control apparatus; Radio navigational aid apparatus; Others	1,531.00	76	\$35,204,282.52
85261000	Radar apparatus for detection, tracking, or navigation purposes	33	12	\$35,187,056.38
85258300	Television, digital, and video cameras; Night vision goods	2	2	\$15,194.23
85258100	Television, digital, and video cameras; High-speed goods	7	5	\$48,563.65

Table 13. **Communication and Surveillance goods from October 2023 to June 2025, from Canada to Israel.**

Research compiled by
Palestinian Youth Movement (PYM)
World Beyond War (WBW)
Arms Embargo Now Campaign (AEN)

Reviewed and edited by
Canadians for Justice and Peace in the Middle East (CJPME)
Independent Jewish Voices (IJV)
Palestine Solidarity Network (PSN)
Kelsey Gallagher

ARMS EMBARGO NOW

Arms Embargo Now is a coalitional campaign bringing together hundreds of organizations across Canada to end the flow of all weapons to and from Israel

website armsembargonow.ca/report

email info@armsembargonow.ca



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](https://www.instagram.com/palestinianyouthmovement)
website palestinianyouthmovement.com



World Beyond War is a global nonviolent movement to end war and establish a just and sustainable peace.

instagram [@worldbeyondwar](https://www.instagram.com/worldbeyondwar)
website worldbeyondwar.org