

Parker Hannifin Corp.

Canada Pension Plan Investments

2012 shares = \$30 million
(Direct & indirect investments)

2011 shares = \$2 million
(Direct investments only)

This US company, with assets of US\$9.9 billion, wants people to know that it “is proud to support the world’s fleet of military aircraft.” Parker, which describes itself as “the world’s leading diversified manufacturer of motion and control technologies and systems,” says its products “keep military aircraft operating at peak performance.” Parker’s parts and services are used to support 25 varieties of warplanes, including fighters, bombers, transports, drones and attack aircraft made by some of the world’s leading war industries, including Boeing (#4), Northrop Grumman (#3) and Lockheed Martin (#1). (See pp.15-16.)

In fact, Parker’s website brags that “Virtually every military aircraft in the Western world flies with Parker Aerospace equipment on board.”

Between 2000 and 2009, Parker landed US\$1.56 billion in US government contracts. Of these, 99.7% were with military departments and agencies. This made Parker a top-100 Pentagon supplier between 2001 and 2004.

Among the major US-made weapons systems using Parker products are several military aircraft used by Israel, including AH-64 attack helicopters, F-15 and F-16 fighter/bombers, and C-130 military transports.

Data obtained by the Coalition to Oppose the Arms Trade from the “Government Contracts USA Defense Department” database show that between 1999 and 2009, Parker and its subsidiaries received US\$128 million for 339 contracts to supply equipment for AH-64s, F-15s and F-16s. Israel has used US weapons systems of these kinds in numerous military operations, including air strikes against Lebanon in 2006, and Gaza in 2008-2009.

Parker’s 1999-2009 contracts for AH-64s, worth about US\$41.9 mil-

Parker supplies a myriad of complex parts for many US-made weapons systems used by Israel, including F-15s, F-16s and AH-64s.



Image:
www.parker.com
"Fluid Condition Monitoring on Active Military Service Throughout the World"

lion, largely included products in the “Power and Hand Pumps” category (US\$25.6 million).

Meanwhile, its F-15 contracts, valued at US\$43.9 million, mostly included components in two categories: “Hydraulic, Vacuum and De-icing Systems” (US\$23.5 million) and “Powered Valves” (US\$10.7 million).

Parker’s F-16 contracts totaled about US\$42 million during the 2000s. The most lucrative category of contracts was “Hydraulic, Vacuum and De-icing Systems” (US\$13.5 million).

Parker’s website explains that “From heavy lift cargoliners like the C-17 and KC-135 to the world’s most advanced fighters like the F-15, F-16, and F/A-18 Parker Aerospace flight control, hydraulic, fuel, fluid conveyance, and engine systems and components support the world’s military fleet.”

Parker also notes that it is supplying control electronics, actuation and fuel systems for Lockheed Martin’s F-35 stealth fighter/bombers which Israel is scheduled to receive.

A catalogue of Parker’s global “trading subsidiaries and distributors,” lists the Azma Co. in Tel Aviv as Parker’s sole representative in Israel. Azma says it was “founded in 1970 as [a] private company for importing and marketing of hydraulic and pneumatic equipment manufactured by Parker Hannifin.” Four decades later, Azma’s business still revolves around selling Parker products in Israel. This is confirmed in an Israeli Technology trade show catalogue. In that catalogue, Azma lists only one company under the heading “firms represented.” That com-

pany is “Parker Hannifin.”

Azma’s website displays a “Parker Distribution Certification,” saying Azma was “appointed” a “Certified Distributor” in 2000. In Azma’s online list of customers, the first is identified generically as “The Military Industry.” Azma also says that it “is proud to list among its customers as Approved Suppliers”: “The Israel Aircraft Industries [IAI], The Military Industries, Ministry (sic) of Defence, [and] Rafael.” IAI and Rafael are among Israel’s top, state-owned war industries. (See previous issue, pp.48-49.) Azma’s website also includes a 2011 certificate from the Israeli Navy.

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