

...we have been assured that it was a straight commercial, civilian oriented transaction....I think the issuance of the export permits was in compliance with the policies of the Government at that time.¹⁴

Mr. Johnston raised the issue of US involvement in the sale again the next day. He asked: "...were there representations made by the US Administration to the Canadian Government to relax or set aside our export control policy?"¹⁵

Mr. Mazankowski replied:

...the assemblies in question had a US component for which an export control permit was sought. Because the assemblies in this particular case were used for civilian commercial use, no permit was required.¹⁶

Responding to further questioning, Mr. Mazankowski announced that Pratt & Whitney had voluntarily suspended further shipments of the helicopter parts and that "there has been an acknowledgement of the dual capability of these machines."¹⁷

Pauline Jewett asked whether the Government was aware that Pratt & Whitney engines were being used in helicopters by a Swiss company and that those helicopters were being used by both sides in the conflict between Iran and Iraq. Mr. Mazankowski replied that he would look into the issue.¹⁸

The issue of possible US involvement in granting Pratt & Whitney the export permits was raised again by Mr. Johnston and Pauline Jewett on 19 and 20 November. In both cases the response from the Government was that there was no US encouragement or solicitation of the sale of the helicopter parts to Iran.¹⁹ Questions on this issue were raised again in December as CIA director William

¹⁴ Ibid.

¹⁵ Commons Debates, 18 Nov. 1986, p. 1277.

¹⁶ Ibid.

¹⁷ Ibid., p. 1278.

¹⁸ Ibid., p. 1279.

¹⁹ Commons Debates, 19 Nov. 1986, p. 1321; 20 Nov. 1986, p. 1362.