

समाचार पत्रों से चयित अंश Newspapers Clippings

दैनिक सामयिक अभिज्ञता सेवा
A daily Current Awareness Service

Vol. 44 No.16 22 January 2019



रक्षा विज्ञान पुस्तकालय
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डीआरडीओ की प्रौद्योगिकी से नागरिक जरूरतें भी हो सकती हैं

केन्द्रीय रक्षा राज्य मंत्री सुभाष भामरे ने कहा कि रक्षा अनुसंधान और विकास संगठन) डीआरडीओ (द्वारा रक्षा उद्देश्यों के लिए विकसित प्रौद्योगिकी का इस्तेमाल नागरिक जरूरतों को पूरा करने के लिए किया जा सकता है। साथ ही उन्होंने कहा कि आग लगने की घटनाओं से अधिक प्रभावी ढंग से निपटने के लिए सुरक्षा और संरक्षा को आपस में जोड़ने की आवश्यकता है। डीआरडीओ मुख्यालय में 'अग्नि सुरक्षा प्रौद्योगिकी एवं सेवा कार्यशाला' में भामरे ने कहा कि राज्य के सभी विभागों के लिए प्रौद्योगिकी को सार्थक बनाने के विचार पर काम किया जा रहा है।

उन्होंने कहा, "सुरक्षा को संरक्षा से जोड़ने की जरूरत है और डीआरडीओ द्वारा रक्षा उद्देश्यों के लिए विकसित प्रौद्योगिकी का उपयोग नागरिक जरूरतों को पूरा करने के लिए भी किया जा सकता है ताकि आग लगने की घटनाओं से अधिक प्रभावी ढंग से निपटा जा सके।" उन्होंने बताया कि इस प्रौद्योगिकी का विकास 'मेक इन इंडिया' पहल के तहत किया जाएगा जिसे धीरे-धीरे दूसरे देशों में भी निर्यात किया जाएगा। डीआरडीओ के अध्यक्ष जी सतीश रेड्डी ने कहा कि डीआरडीओ अभी केवल रक्षा बलों के लिए प्रौद्योगिकी विकसित कर रहा है लेकिन इसे दमकल सेवाओं के इस्तेमाल के अनुकूल भी बनाया जा सकता है।

<https://navbharattimes.indiatimes.com/business/business-news/drdo-technology-can-be-civic-requirements-too/articleshow/67624014.cms>

नवभारत टाइम्स

भारत 1000 करोड़ रु. में फ्रांस से 3000 एंटी टैंक गाइडेड मिसाइल खरीदने की तैयारी में

- सेना ने प्रस्ताव तैयार किया, रक्षा मंत्रालय की उच्च स्तरीय समिति करेगी इस पर विचार
- सेकंड जनरेशन की ये मिसाइलें दुश्मन से मुकाबला करने में कारगर

नई दिल्ली. भारतीय सेना फ्रांस से 3000 एंटी टैंक गाइडेड मिसाइल 'मिलन 2टी' खरीदने पर विचार कर रहा है। सेना ने इसके लिए प्रस्ताव तैयार कर लिया है। रक्षा मंत्रालय की उच्च स्तरीय समिति सेना के प्रस्ताव पर विचार करेगी। इनकी खरीद पर एक हजार करोड़ रुपए से ज्यादा की रकम खर्च होगी। दुश्मन सेना की टैंक रेजीमेंट से मुकाबले के लिए सेकंड जेनरेशन की ये मिसाइलें कारगर होंगी। भारत डायनामिक्स लिमिटेड (बीडीएल) फ्रांस की कंपनी के साथ मिलकर इन मिसाइलों का भारत में ही निर्माण कर रही है। इनकी रेंज दो किमी से कुछ ज्यादा है। सेना को थर्ड जेनरेशन की मिसाइलों की जरूरत सेना को फिलहाल 70 हजार एंटी टैंक मिसाइलों के अतिरिक्त 850 लांचर्स की जरूरत है। उसकी योजना थर्ड

जेनरेशन की एंटी टैंक मिसाइलों को खरीदने की है, लेकिन इसमें अभी समय लगेगा। इन्हें अभी भारत में ही विकसित करने का काम चल रहा है। 2टी एंटी टैंक गाइडेड मिसाइलें मिलने से सेना की जरूरत काफी हद तक पूरी हो जाएगी। भारत ने इजराइल से स्पाइक एंटी टैंक मिसाइलें खरीदने की योजना को रद्द कर दिया है, क्योंकि इन्हें भारत में ही विकसित किया जा रहा है। डीआरडीए मैन-पोर्टेबल एंटी टैंक मिसाइलों के दो ट्रायल कर चुका है। इन्हें सफल माना जा रहा है। भारत सरकार रक्षा उत्पादों की खरीद के मामले में देसी कंपनियों को तरजीह दे रही है। 2017 में अरुण जेटली की अध्यक्षता वाली रक्षा खरीद परिषद (डीएसी) ने इजराइल और स्वीडन से मिसाइलें खरीदने के बजाए भारत में ही बनी आकाश मिसाइलों पर भरोसा जताया। ये जमीन से हवा में मार करती हैं। इन पर 18 हजार करोड़ का खर्च आएगा।

<https://www.bhaskar.com/national/news/army-plans-to-buy-over-3000-anti-tank-missiles-from-france-01479938.html>

THE ECONOMIC TIMES

Tue, 22 Jan 2019

Made-In-India fighters: Rafale fire rains on MiG's retirement parade

By Manu Pubby,

The Indian Air Force's wait for new fighter jets to replace an ageing MiG fleet is set to get longer. The selection process to identify combat aircraft to be made in India is unlikely to commence before the general elections this year, high-level sources indicate. Steps to induct a Future Multi-Role Fighter (FMRF) has been



awaited since 2016, when the deal to buy 36 Rafale fighter jets was signed and a decision was taken to manufacture 110 fighters under a new strategic partnership policy intended to promote the private sector. Several officials ET spoke to confirmed that responses have been received from seven companies after a preliminary request. The inputs were being studied to firm up the technical requirement the Air Force would mandate for the formal selection process to begin, the officials said.

The slack is on account of the shadow cast by the Rafale controversy that has impacted decision making. Multiple rounds of meetings have taken place with foreign vendors who have responded to the preliminary request, and the Air Force has been studying how much of indigenous production it can mandate for the contract. The plan is to ensure that fighters made in India under the scheme have no less than 45% local content. "As things stand, it will not be possible to move ahead quickly as the matter is being studied. The competition can now only begin once a government is in place after the upcoming elections," sources told ET.

The biggest decision to be made by the Air Force is on the qualitative requirements – a set of performance and maintenance parameters – that will determine how many of the competitors even make the cut to the next level for validation trials. The fate of many competitors on this, given that at present, a variety of jets – from the single-engine SAAB Gripen to twin-engines such as Russian Su 35 – are vying for the contract. Officials said the next step, issuing an 'expression of interest' to foreign vendors as well as Indian suppliers is not

expected to take place before elections, contrary to some expectations that the process could be announced at the upcoming Aero India show in Bengaluru next month. Sharing details, sources said that unlike in case of the competition for 126 Medium Multi-Role Combat Aircraft, the Air Force does not plan to carry out extensive field trials that could take up to two years. Instead, certain parameters would be individually assessed, most likely in the host nation of the jets on offer.

“Six out of the seven competitors have already been flight tested. Yes, they have added some capability like new avionics and radars and we can have limited tests if needed,” an official said. While at least a preliminary process for gathering information has started with foreign vendors, the defence ministry is yet to reach out to Indian companies that need to be selected to manufacture the jets domestically. According to the strategic partnership policy, the government needs to have in place a set of financial and technical parameters to identify these Indian companies. However, this has not kicked off yet for the fighter program.

The Air Force, meanwhile, continues to grapple with a serious shortage of combat aircraft. The 36 Rafale jets which have been ordered would barely make up for the number of MiG jets that are retiring in the coming months. The IAF’s fighter strength is likely to go down to 29 squadrons by March this year, against a sanctioned 42 squadrons. The slowing down of the contract to induct 110 jets contract is likely to bring down fighter strength further in the coming three years.

<https://economictimes.indiatimes.com/news/defence/made-in-india-fighters-rafale-fire-rains-on-migs-retirement-parade/articleshow/67633685.cms>



Tue, 22 Jan 2019

US calls on Russia to destroy new missile system



The United States called on Russia on Monday to destroy a new cruise missile system which it said constituted a “direct violation” of the Intermediate-range Nuclear Forces (INF) Treaty, and accused Moscow of destabilising global security.

“Unfortunately, the United States increasingly finds that Russia cannot be trusted to comply with its arms control obligations and that its coercive and malign actions around the globe have increased tensions,” Robert Wood, U.S. disarmament ambassador, told the U.N.-sponsored Conference on Disarmament.

“Russia must verifiably destroy all SSC-8 missiles, launchers and associated equipment in order to come back into compliance with the INF Treaty,” he said, reiterating the Trump administration’s plan to withdraw from the 1987 pact in early February.

<https://www.cnbc.com/2019/01/21/us-calls-on-russia-to-destroy-new-missile-system.html>

High cost may be a spoiler for Jaguar's engine upgrade plan

Future of four Jaguar squadrons uncertain as Air Force puts project on hold

AAJ SHUKLA
New Delhi, 21 January

The plan to extend the service life of the Indian Air Force's (IAF's) Jaguar fleet, by equipping 80 of the fighters with new engines, is in trouble. Indian planners believe Honeywell, the sole vendor in the project, is demanding an exorbitant price to replace the Jaguar's existing Rolls-Royce engines.

Hindustan Aeronautics (HAL), which is leading the project, has written to Honeywell protesting its "high and unacceptable quote", which HAL says will "kill" the plan to re-engine the Jaguar.

IAF, HAL, and Honeywell sources confirm that the US firm has quoted \$2.4 billion for 180 engines — which include 160 engines for 80 twin-engine Jaguars — and 20 spare ones. This amounts to \$13.3 million (₹95 crore) per engine. It has taken the cost of "re-engineing" each Jaguar to a prohibitive ₹210 crore, including ₹20 crore per aircraft that HAL will charge to integrate the new engines in the fighter and to flight-test and certify those.

Business Standard learns that, given Honeywell's high quote, the IAF has put on hold the next step of the Defence Procurement Procedure, which is to obtain the defence ministry's "acceptance of necessity" for the project.

The IAF has six Jaguar squadrons, comprising 120 fighters. Of these, only 80 latest ones are getting new Honeywell engines, while the older 40 Jaguars will fly with their original Rolls-Royce engines.

If the "re-engine" project fails, all six Jaguar squadrons will retire. The IAF did not respond.

Business Standard has



A Jaguar fighter undergoing an upgrade at HAL, Bengaluru

PHOTO: AAJ SHUKLA

examined a detailed protest note that HAL sent to Honeywell this month, arguing that the US firm's current \$2.4 billion quote, which can be reduced to \$1.9 billion, prices each engine at twice that of an earlier quote, submitted by Honeywell in 2013.

That quote was submitted when the plan was for Honeywell to supply 275 engines. That included 240 engines for all 120 Jaguars, plus 35 engines spare. For all these engines, Honeywell had demanded \$1.634 billion, or just under \$6 million per engine.

HAL's note to Honeywell points out that its current quote of \$13.3 million per engine is more than double the 2013 quote. Even if a consolidated order were placed, which would bring down Honeywell's cost to \$1.9 billion, or \$10.6 million per engine, that is still 75 per cent higher than the 2013 price.

In 2013, Honeywell was also responsible for integrating the F-125IN engines with the Jaguar, flight-testing and certification, developing a new alternator to power the other aircraft systems, and providing mainte-

nance know-how. The US firm had quoted an additional \$2.1 billion for all this, taking the 2013 quote to \$3.734 billion.

Given the unaffordability of this, HAL undertook to lead the project, assuming responsibility for integrating the F-125IN engine with the Jaguar, and carrying out all the airframe modifications, aero analysis, flight-testing, and certification that Honeywell was responsible for in the 2013 tender. While Honeywell had quoted \$1.6 billion for this work in 2013, HAL has now quoted under \$300 million.

Since Honeywell has not yet submitted a formal quote, it still has the opportunity to reduce its costs. The figures which it has is for determining "rough order of magnitude" (ROM) cost, or a rough, ballpark figure for the IAF to obtain a green light from the defence ministry for the "re-engine" project. Honeywell's high quote is forcing the IAF to rethink, but a revised ROM could set things back on track.

However, Honeywell sources tell *Business Standard* that, after years of delay and

expenditure on the "re-engine" project, the company has concluded that the IAF is not serious about the contract and that it would serve no purpose to spend more money, resources and mind space on this.

Honeywell sources say they have spent at least \$50 million, including, buying two old Jaguar fighters to physically integrate the F-125IN engine with those airframes. Another \$50 million has been spent on expenses relating to the contract.

So exasperated is Honeywell that it insisted on charging HAL \$73,000 for two visits by HAL officials in 2017 to its facility in Phoenix, Arizona to examine the integration work already done by Honeywell. "We will not spend a dollar more on this," says a Honeywell executive. Honeywell's pessimism is also evident in the company's decision not to participate in the Aero India 2019 show in Bengaluru next month.

The F-125IN engines, were India to order them, would be built in Taiwan by International Turbine Engine Company (ITEC), a joint venture between

Honeywell and the Taiwanese government's Aerospace Industrial Development Cooperation. ITEC builds the F-124 engine, which powers Taiwan's F-CK-1 Ching-kuo fighter. The F-125IN is the same engine, with an afterburner to increase peak thrust.

The Jaguar's current Rolls-Royce Adour 804/811 engines deliver a maximum thrust of 32.5 KiloNewtons. In comparison, Honeywell's F-125IN engines generate 40.4 KiloNewtons each, with full afterburners, providing it a significant combat edge.

This is only an advertisement for information outside India. All capitalized terms used stock exchanges, namely BSE Limited.

Indiabulls Ventures Limited ("Company")

For details in relation to changes to t