

Rafale Deal







SU-30 MKI



Twin seater twin engine multirole fighter of Russian origin which carries One X 30mm GSH gun alongwith 8000 kg external armament.

Mirage-2000



A single seater air defence and multi-role fighter of French origin powered by a single engine can attain max speed of 2495 km/hr(Mach 2.3). It carries two 30 mm integral cannons and two matra super 530D medium-range and two R-550 magic II close combat missiles on external stations.

MiG-29



Twin engine, single seater air superiority fighter aircraft of Russian origin capable of attaining max. speed of 2445 km per hour (Mach-2.3).

MiG-27



Single engine, single seater tactical strike fighter aircraft of Russian origin having a max. speed of 1700 km/hr (Mach 1.6). It carries one 23 mm six-barrel rotary integral cannon and can carry upto 4000 kg of other armament externally.

MiG-21 BISON

TM



Single engine, single seater multirole fighter/ground attack aircraft of Russian origin which forms the backbone of the IAF. It has a max speed of 2230 km/hr (Mach 2.1) and carries one 23mm twin barrel cannon with four R-60 close combat missiles.

Jaguar

A twin-engine, single seater deep penetration strike aircraft of Anglo-French origin which has a max. speed of 1350 km /hr (Mach 1.3). It has two 30mm guns and can carry two R-350 Magic CCMs (overwing) alongwith 4750 kg of external stores (bombs/fuel).



Under procurement

HAL Tejas

HAL initiated the Light Combat Aircraft (LCA) programme in 1983 to develop a replacement aircraft for IAF's ageing MiG-21. The remaining MiG-21 Bisons of IAF are scheduled to be phased out by 2019.

Dassault Rafale

NEED

- Depleting strength of its fighter squadrons.
- IAF has agreed to buy 123 present-day Tejas fighter jets at a cost of over Rs 75,000 crore.
- Upgraded avionics and radars, greater fuel and weapons carrying capacity, and more powerful engines.
- Air Force has not been entirely happy with the quality and capability of the Tejas fighter jet, which is yet to become combat-ready more than three decades after the Light Combat Aircraft (LCA) project was given a green signal.
- “endurance” limit of just an hour.
- “radius of action” is limited to just 350 to 400 kilometres.
- weapon-carrying capacity is just three tonnes.

RAFALE

- Upto 14
- 400 m.

TEJAS

- Can carry only 9 weapons.
- Requires 1.7 km runway
- HAL Tejas offers very poor visibility (especially rearward visibility) to its pilot from the cockpit while lacking an infra-red search and tracking system and thus relying exclusively on an active sensor: radar. Thus, the HAL Tejas, despite its small size and thermal signature, is easier to detect for anyone with a Radar Warning Receiver and very easy to shoot down by surprise than is a Rafale.

HISTORY

- Squadron at present : 34
Only 31 working
Only 11 of Su-30 MKI.(First Lane)
- 2000 – Atal government decided to buy 126 Mirage.
- MMRCA(Medium Multi Role Combat Aircraft) tender : Mother of all tender
- 2007 – request for proposal
Tech. transfer – 1 squadron in France and rest in India.

- Dassault won but quality control issue raised.
- 2013 – Westland Scam, no deal
- 2015 – Prime Minister visited France and stated to purchase 36 rafale in fly away condition.
- Death of MMRCA tender as it was directly between India and France governments. Withdrawal of MMRCA at 30th July 2015.

PROBLEMS

1. Technology Transfer
Earlier made in India now in Flyaway condition. Failure of Make in India.
Dassault and its main partners - engine-maker Safran and electronic systems-maker Thales - will share some technology with DRDO (Defence Research and Development Organisation) and some private sector companies.
2. Overpricing
3 times more price than earlier.
India has managed to negotiate the acquisition of the latest weapons package for the Rafale. These are the new weapons, beyond the standard package.

SCALP:

A precision long range ground attack missile that can take out targets with extreme accuracy. Has a range of 300 km, capped by the missile technology control regime.

METEOR: A beyond visual range air to air missile that is possibly the best in its class. Can take out enemy aircraft at range of over 100 km.

A five-year support package that assures high availability of the fighter.

INDIGENISATION PUSH

<p>Changes to the defence acquisition policy appear nominal rather than a quantum leap in localising defence production</p>		<p>This is a ground breaking policy which will benefit the MSMEs enormously -Ashok Atkuri, Managing Director, Zen Technologies</p>
<ul style="list-style-type: none"> • New category for Indigenously Designed, Developed and Manufactured (IDDM) platforms with two sub-categories • Department of Defence Production to fund private R&D projects; up to 90 per cent funding with 20 per cent in advance and tender to be issued in 24 months • Offsets (compulsory procurement of 30 per cent of contract from India) hiked from Rs. 300 crore to Rs. 2000 crore giving 	 <p>flexibility to foreign companies</p> <ul style="list-style-type: none"> • Single vendor situation to be allowed if there is proper justification • Make category to be split into three: government funded, industry funded and industry funding (MSME) 	<p>This signifies that MoD-private Industry relationship is evolving from a transaction to a partnership model -Rahul Gangal, partner at Roland Berger (consultancy)</p>
		<p>The proposed changes are an evidence that the government has a firm focus on developing the indigenous manufacturers, especially MSMEs -Puneet Kaura, MD and CEO, Santel Avionics</p>

INDIGENIZATION OF DEFENCE DEALS

The highlights of the Defence Production Procedure to encourage indigenous manufacturing

- Preference to 'Buy (Indian)', 'Buy and Make (Indian)' and 'Make' categories of capital acquisition over 'Buy & Make (Global)' or 'Buy (Global)' categories in defence procurement procedures.
- Foreign direct investment (FDI) policy under which a foreign investment cap of up to 49% is allowed through the automatic route and above 49% under the government route on a case-by-case basis, wherever it is likely to result in access to modern and state-of-art technology in the country. Foreign investment in the defence sector is further subject to industrial licence under the Industries (Development & Regulation) Act, 1951.
- Industrial licensing regime for Indian manufacturers has been liberalized and most of the components/parts/ sub-systems have been taken out from the list of defence products requiring an industrial licence. This has reduced the entry barriers for new entrants in this sector, particularly small and medium enterprises. The initial validity of the industrial licence has been increased from three years to 15 years with a provision to further extend it by three years on a case-by-case basis.
- Issues related to level playing field between Indian and foreign Manufacturers, and the public sector and private sector have also been addressed. These include exchange rate variation (ERV) protection for Indian vendors, offset obligations in 'Buy (Global)' cases, excise/custom duties on defence equipment, etc.
- The offset implementation process has been made flexible by allowing change of Indian offset partners (IOPs) and offset components, even in signed contracts. Foreign original equipment manufacturers (OEMs) are now not required to indicate the details of IOPs and products at the time of signing of contracts. Services as an avenue of offset have been reinstated with certain conditionalities.
- In the current financial year 2015-16, the department of industrial policy & promotion (DIPP) has issued 61 industrial licences for the manufacture of various defence equipment under the IDR Act till December 2015.

Source: Ministry of defence

3. Offset Partner

Claimed that the Anil Ambani-led Reliance Defence Limited had been unfairly picked to be the French firm's Indian partner.