' (e) whether it i_s also a fact that the cost of the system offered by foreign suppliers is twice that of the Indian system; and

(f) if so, what are the details in this regard and the reasons for impart of the system?

THE MINISTER OF DEFENCE (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) Yes, Sir.

(c) The system is meant to assist the crew of tanks to guide the vehicles effectively in different terrain, especially at night.

(d> No, Sir. Order have already been placed on M|s. Hindustan Aeron-'aufcics Limited for supply of the Navigational system to the Indian Army.

(e) and (f) Does not arise in view of (d) above.

MR. CHAIRMAN: Mr. Satya Prakash Malaviya.

SHRI SATYA PRAKASH MALAVIYA; Sir, is it a fact that accord-jag to HAL sources, the Indian system does not suffer from any drawbacks?

SHRI P. V. NARASIMHA RAO: Sir, all this has been gone into. Comrrarisions have been made. Assessments have been made. And we have come to the conclusion that it is good for our purposes. That is why we have placed orders.

MR CHAIRMAN: Second supplementary.

, SHRI J. P. GOYAL: Sir, since the Government is not importing the question does not arise.

MR. CHAIRMAN: Next question No.203. Mr. Kalamadi you are an expert and not asking any question.

SHRI SURESH KALMADI: I will take that time here. Sir,....

MR. CHAIRMAN: Mr. Kalmadi just a minute. Let the Minister read <the answer.

SHRI P. V. NARASIMHA RAO: Sir, thei^e is nothing to answer. I have already replied to it.

MR. CHAIRMAN: We have passed on to the question No. 203.

SHRI P. V. NARASIMHA RAO: Sir, I thought the hon. Member is putting a supplementary on the previous question.

Development of light combat aircraft

*203. SHRI SURESH KALMADI:!
SHRI DHARAM CHANDER PRASHANT!?:

Will the Minister of DEFENCE be pleased to state:

(a) what progress has been made in toe development of light combat aircraft; and

(b) whether Government propose to set up an aeronautical committee to draw up a blueprint for aviation in the country?

THE MINISTER OF DEFENCE (SHRI P. V. NARASIMHA RAO): (a) The project management organisation for the Light Combat Aircraft (LCA), has been constituted and the Aeronautical Development Agency (ADA) has been established

The question was actually asked on the floor of the House by Shri Suresh Kalmadi.

as an autonomous society. The pri-iiminary project definition activities are- in progress. Wind tunnel tests on the models of preliminary configura tion have commenced. Detailed stud ies with regard to specifications of systems and design activities of some of the systems and sub-systems are in progress.

(b) Government has already taken major decisions regarding aeronautical nrojects such as Light Combat Aircraft, Advanced Light Helicopters and Light Transport Aircraft to be takun up in the country during the nextf decade.

MR. CHAIRMAN: Mr. Suresh Kal-madi.

SHRI SURESH KALMADI: Sir, we are trying to build the Light Combat Aircraft (LCA) entirely indigenously with limited consultancy and technology from some foreign companies. Sir, it is rather surprising that Rs. 1-500 crores project has been cleared without any detailed designs and the project reort has already been submitted. There is a technology gap in this country. We are aware that after HL-24, no new aircraft has been developed in the last 24 years. Now, Sir, we are suddenly going in for the LCA. In HF-24 we had an air-frame without an engineer. Now in the case of the LCA we are trying no make an engine without an airframe. Sir, finally the situation, will be that we will be buying the aircraft cmpletely. This I can tell you today. I would like ti know who are the people who are there in the Aeronautical Development Agency. Is there a person called Mr. Rai Mahindra in this Agency? I would like to know whether he was a iforeign national and whether this gentleman has got foreign qualifications because, according to the Chairman and Managing Director of HAL, Raj Mahndra was a British national— he might have got an Indian passport now his wife has still gat a British passport— and the HAL Chairman says—not I—that his qualifications are doubtfull. t would like to say that for the last 20 years he has been associated with *UAL,....*

MR. CHAIRMAN: Two minutes are over.

SHRI SURESH KALMADI; For the last 20 years he is in HAL. What has he produced as Chief of Design in HAL?

SHRI P. V. NARASIMHA RAO: Sir, I would like to assure the hon. Member and the House that this aircraft will be produced according to schedule under Indian expertise. Whatever marginal expertise is to be obtained from abroad will be obtained according to our normal system. But I would like to assure him that we will not end up by buying everything from abroad, which seems to be the presumption on which the hon. Member has based his supplementary. In regard to the project cost, it is not Rs. 1,500 crores. It is much less. And I would also like to say that we have started the project where a project is to be started. There are many stage/, of this project. The first is the preliminary Feasibilty Study, which has been completed. Then comes the Feasibility Study properly so called, which also has been completed. Now we are at the stage of Preliminary projcet Definition, which is in progress. This consists of actually comparing the feasibility studies with the Air Staff targets, finalisation of the configuration system, avionics, etc. This is in progress. After this come* the stage of Project Definition, then Detailed Design Development then manufacture of prototypes, fight trials, etc. This is a long story. So everything is going on according to schedule and there is nothing wrong anywhere.

As for the person to whom he has made a_a reference, I do not have the details readily.

SHRI SURESH KALMADI: He is a member of the committee.

SHRI P. V. NARASIMHA RAO: I can give him the details later.

SHRI SURESH KALMADI: Sir, the minister is very well aware—and, Sir, you were there you know every thing about it; you know very well .....

SHRI P. V. NARASIMHA RAO: Please do not say I am very well aware. If I had even been aware, I . would have come prepared.

SHRI SURESH KALMADI: You should have done your homework. Yau should have known about Mr. Raj Mahindra. I would like to say that the Government knows about him. He is a member of this committee. Sir, I would like to say that the light combat aircraft, the whole project, is being sabotaged by foreign people. For the last 20 years our aircraft industry has been sabotaged. No new aircraft has come out. Now even the LCA is being sabotaged. I would like to say that this gentleman Mr. Raj Mahindra, who is a British national has been negotiating with British Aeroscope for the collaboration and with Rolls Royce for the engine. I would like to say that we have got an obsolete engine here for the LCA. The latest engine which has been developed by Rolls Royce is not being given to us. And finally we will end up by importing the entire components from Britain. It is not a laughing matter. It is a very 9erious matter, Mr. Defence Minister. In the light of what I have said, I would like to know whether the Government will review the foreign collaboration as well as engine agreement wih Rolls Royce.

SHRI P. V. NARASIMHA RAO Sir there is only one short answer which will cover everything about this person, and that is that he is not a member of this agency. About a nan-member. I do not think I would be called upon to give details.

SHRI SURESH KALMADI: The Minister is misleading. He is defini tely an advisory member there. I will have to move a privilege -motior; against the Minister. In case I am proved wrong -----

MR. CHAIRMAN: You give a letter to me. Mr. Prashant.

SHRI DHARAM CHANDER PRA-SHANT; I would like to ask the hor\ Defence Minister what is the budget of L.C.A. which has been cleared by the Political Affairs Committee of the Cabinet.

SHRI P. V. NARASIMHA RAO Yes, Sir. The C C.PA. has sanctioned it. If the sanction was accorded jn July, 1983 for the design and development of the light combat aircraft. The figure of 1500 crores given by the hon. Member is not correct. The figure is in the neighbourhood of 600 crores. But there may be some escalation later.

श्री रामानन्द यादव : मान्यवर, भारतीय उपमहाद्वीप में सिक्योरिटी इनवायर्नमेंट के डिटीरियोरेशन को देखते हुए और भारतीय सुरक्षा को खतरे में देखते हुए भारतीय सेना बहुत दिनों से लाइट कम्बेट एयरक्राफ्ट के मेनफेक्चर के लिए चेष्टा कर रही थी । भारत सरकार ने भी इस दिशा में बहुत प्रयास किया और फारेन कंट्रीज के साथ कोलेबोरेशन की बात की और फिर यह तय किया कि लाइट कम्बेट एयरक्राफ्ट मेनफेक्चर किए जाए । मैं सरकार से यह जानना चाहता हूं कि क्या रूस की सरकार ने लाइट कम्बेट एयरक्राफ्ट मेनफेक्चर करने के लिए नई टेक्नालोजी के साथ डवलप करने के लिए ट्रांस्फर की बात की थी, पहल की थी, अगर हां तो भारत सरकार ने क्या रूसी

सरकार के इस आकर को स्वीकार किया है, यदि नहीं तो क्यों ?

श्री पी० वी० नरसिंह राव : श्रीमन्, अभी तो हम शुरूआत में ही कि कहां से कौन सी चीज ली जाए और किस हद तक ली जाए। अभी उस स्टेज पर आए नहीं हैं। हमें कई जगहों से आफर्स आए हैं और जाहिर है कि हम सब को अच्छी तरह से देखेंगे और उसके बाद ही फैसला करेंगे ।

SHRI M. KADHARSHA: Sir, the LAL, in spite of its 35 years of exis-Juwe, has not been able to design even &e simplest piston engine aircraft. Uwre are often complaints from the jp-dian Air Force that HAL never de-swers an aircraft needed by the Air force on time under the agreement. tow, the project which lias been cleared by the Government without any detailed design and project report v/as originally said to be 100 per cent indigenous. Now I learn that the engine and other avoinics are to be imported. The GTX engine is said to have been developed by the Defence Research and Development Organisation at a cost of 80 crores of rupees. Now it seems that it will not fly. I would like to know from the hon. Minister whether vested military interests and import lobby are putting pressures on the Hindustan Aeronautics Limited that it should not make an 100 per cent indigenous aircraft.

SHRI P. V. NARASIMHA RAO: I do not know what the hon. Member is referring to. I do not know of any lobby. I only know this much that the sanction of the CCPA was accorded for the design and development of the aircraft. So, we start with the design and later on develop it. It is something which is starting from the scratch. We are getting ideas. We are getting design offers. All this will be gone into and it will be an indigenous effort. To the extent it is absolutely necessary to get technology from abroad, that will be got. That is how we are going about it.

SHRI H. L. KAPUR; On this question of light combat aircraft which is proposed to be manufactured at HAL, I am sorry to say that the performance in the past, has been much below the desired standard. The only fighter aircraft which HAL has produced is HF 24 and even there, Sir, the design was that of Dr. Tank. There was no engine available for that air-frame. At one time, there was a proposal of marrying the air-frame with the engine which was being produced by the Egyptian Air Force. Unfortunately, that engine was not available. So, the local brpheus engine was up-rated and put into HF 24 aircarft, which was called 'Maruti'. Unfortunately, his this aircraft did not come up to the required standard and it had to be withdrawn from the Squadran service prematurely. Now the point that comes up here.

SHRI H. L. KAPUR: My quesion please.

SHRI H. L KAPUR. My question is this, I would like to know whether the Ministry of Defence has any proposal under consideration to take to modern technology rather than expert menting with their own technology provided by the Design Department because the Design Department of HAL is very weak.

SHRI P. V. NARASIMHA RAO: This aircraft is going to be absolutely contemporary in the nineties. It is not that we are doing something which has been done before and putting it for future use. The whole design of this aircraft is meant to be contemporary with the requirements of the nineties and then it will be on par with any other aircraft anywhere in the world.

SHRI JASWANT SINGH. The Hon'-able Minister has said that this ligtn combat aircraft will be contemporary to the nineies. However, il would like-to know when was this project for light combat aircraft first initiated as qualitative requirement by the user Arm or Service? When do you expect its first model to be made available for user trial? From there I will come to the delay factor and I will take half a minute more. What are the

reasons for delay in taking a suitable decision on the light combat aircarft? Have you conducted a study of time-lag in decision making from the initiation of quality requirement by the user Arm or Service to the employment in service of that? If you have not conducted a study, why not? If you have conducted any study, can you please inform us as to what this factor of delay does to additional cost and to technological obsolescence?

SHRI P. V. NARASIMHA RAO: I am glad to inform the Hon'ble Member that the entire time-frame has been fixed and there has been no delay after it has been fixed. I will inform the House that the sanction was accorded in 1983....

SHRI JASWANT SINGH; My question was specific. I had asked about the qualitative requirement by the user Arm or Service. I was not asking about the sanction by the C'CPA.

MR. CHAIRMAN: If he does not answer any point, I think I will have to answer.

SHRI P. V. NARASIMHA RAO: The sanction itself, as I said, was for the Design and Development.

This agency has been constitution. If has been registered and the first meeting has taken place already. Some very elaborate committees and boards are being formed and they are going ahead with their work.

As far as the time-frame, to which the Hon'ble Member referred, is concerned, according to the present plans, the tests on the first prototype are expected to take place in 1989 and, after that, of course, some more time will be needed for initial operational clearance and final operational clearance,

SHRI JASWANT SINGH: Please bear with me. My question waa not about the time when the CCPA took the decision. My question related to when the qualitative requirementa 'iby the user Arm or Service was first initiated. My question, again, did not relate to the prototype model being made available. I asked about the model to be used by the user Arm or Service.

MR. CHAIRMAN: You can say when the QR was given.

SHRI P. V. NARASIMHA RAO: I do not have that.

MR. CHAIRMAN: That is all right.

SHRI JASWANT SINGH: The Hon'ble Minister said that the prototype model will toe made available in 1989. I am talking of the user model.

MR. CHAIRMAN: You may send the reply to the Hon'ble Member in writing.

SHRI P. V. NARASIMHA RAO: This is a verifiable matter and I will certainly give "the information to the Hon'ble Member.

SHRIMATI USHA MALHOTRA: Sir, will the honourable Defence Minister kindly enlighten as to whether he has a plan to constitute a high-level committee to examine if the indigenously developed navigational system which is available in India is good before taking a decision to import foreign technology?

AN HON. MEMBER: Sir, she has moved on to the earlier question. *(Interruptions).*

MR. CHAIRMAN: No such decision has been taken.

,SHRI P. V. NARASIMHA RAO: Since the question has been answered, this supplementary is out of date.

MR. CHAIRMAN: No decision has been taken. Next Question, please.