

- Ab-initio development of engine.
- Lack of skilled manpower in engine manufacturing.
- Enhancement in the scope of project during development.
- Lack of infrastructure for engine manufacture testing and component/system level testing within the country.
- Flying Test Bed (FTB) trials was not originally included as a milestone in the project.
- Engine and component failure during testing, which is inevitable in this kind of projects resulted in changes in design and material, based on various reviews.
- Less priority from foreign manufacturing agencies in view of Minimum Order Quantity (MOQ) *vis-a-vis* the production order quantity from other engine houses.
- US sanctions imposed during 1998 affected the delivery of critical systems and components.

(c) and (d) Yes, Sir. It is proposed to develop production version Kaveri (K10) engine on co-design & co-development basis with M/s Snecma, France. The technical evaluation for this proposal has been completed. Tender Purchase Committee (TPC) with members from DRDO, Hindustan Aeronautics Limited (HAL), Indian Air Force (IAF), Indian Navy (IN) and Integrated Finance (R&D) is negotiating the commercial aspects.

Development of army communications network

190. SHRI JAI PRAKASH NARAYAN SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether Government is considering to develop Rs.10,000 cr. Army Communications Network involving private players in the high-tech systems;

(b) if so, the details in this regard; and

(c) what are the names of private Indian companies who have shown interest in the proposed communications network?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (c) The Government is considering a nationwide exclusive, dedicated OFC Network for Armed Forces in lieu of spectrum being released by the Defence Services.

The implementation of the proposed communications network is the responsibility of Ministry of Communications & Information Technology, M/s. Bharat Sanchar Nigam Ltd. (BSNL) being the executing agency as per the MoU with that Ministry.

Recruitment policy of Goa shipyard

191. SHRI SHANTARAM LAXMAN NAIK: Will the Minister of DEFENCE be pleased to state:

- (a) the number of employees working in Goa shipyard;
- (b) the number of categories from officers to the lowest rank;
- (c) the number of employees, officers to the lowest rank who have given their permanent address outside the State of Goa;
- (d) whether Goa shipyard has a policy of giving preference to local candidates;
- (e) whether it is a fact that officers working in the shipyard, who hail mostly from outside the State, give preference to the candidates from States other than Goa; and
- (f) the details of the present recruitment policy of Goa shipyard?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAMRAJU): (a) The number of employees working in Goa Shipyard Limited (GSL) is 1668.

- (b) Officers and Employees are broadly classified into 15 categories.
- (c) Number of employees, officers to the lowest rank who have given their permanent address outside the State of Goa is 520.
- (d) No, Sir.
- (e) No, Sir.
- (f) Recruitment Rules are exhaustive in nature and there exist separate Recruitment Rules/policies for Senior Management to Management Trainees and the Supervisors to Unskilled workmen. All vacancies are notified to the local employment exchange and simultaneously advertised in the leading local and national Newspapers.