

The Nation, 6 August 2005

### **IAF war games with US, UK in Valley**

NEW DELHI: The Indian Air Force will be conducting joint air exercises with its US and British counterparts in November and early next year in Held Kashmir, Air Chief Marshall S P Tyagi said Friday. The US Air Force will come for joint exercises in IHK in November this year while the British Royal Air Force will be coming next year," Tyagi, who is on a maiden visit as Air Chief to IHK said. In the past, the IAF had held joint exercises in France, South Africa and Singapore showcasing its air capability and other aspects, he added. In response to a question, Tyagi said he had no information about any plan envisaging air cover for the territorial army during "counter-insurgency operations", according to a news report received here. "We have been providing logistic support to the forces, but no such instructions have been given so far," he said adding that if orders came, the IAF would carry them out. "A decision on the issue has to be taken very carefully". "We cannot use air strikes in our own areas," the Air Chief said.

The Nation, 22 August 2005

### **Russia to field latest MiG-35 in India tender**

ZHUKOVSKY: Russia is to field its latest nuclear capable MiG-35 fighter against US F-16 and French Mirage2000 in the tender to be floated for the acquisition of 125 aircraft for the Indian Air Force to replace its ageing MiG-21 fleet, a top Russian official said. "We will offer our MiG-35 multiple fighters with thrust vectoring control along with transfer of technology for indigenous production in India," Director General and Chief Designer of Russian Aircraft Corporation (RAC) 'MiG' Alexei Fedorov said after display of its capabilities by "MiG-29OVT" at the air show here. Talking to PTI on the sidelines of the international aerospace show MAKS-2205, Fedorov said it has been decided to market the MiG-29OVT with thrust vectoring control (TVC) under the MiG-35 brand. "It has incorporated all the features of MiG-29M/M2 fighters developed on the basis of MiG-29 frontline fighter and today we can offer top-of-the-line multiple combat aircraft with in-flight refuelling," Fedorov said. Fedorov was appointed RAC MiG Director General by the Russian government last year after he successfully executed Sukhoi Su-30MKI deal with India as the President of Irkut Corporation manufacturer of Su-30MKI.

The Indian Express, 26 August 2005

### **Navy leak: Now IAF officer under scanner Breach came to light only after probe of Wing Commander (BHAVNA VIJ-AURORA)**

NEW DELHI, AUGUST 25: Investigations into the security breach at the Directorate of Naval Operations (DNO) last month have thrown up an IAF connection with a Wing Commander, currently on deputation with Naval Headquarters, being probed by the Board of Inquiry (BoI). While an IAF spokesperson said that "appropriate action would be taken against any IAF officer, if at all, found to be involved", official sources said that Wing Commander S L Surve, Deputy Director at DNO, was at the heart of the case. The Indian Express had reported today on evidence that pointed to DNO officers passing information to a blacklisted Mumbai firm, Shank Ocean Engineering, headed by former Naval officer K Shankaran-Navy confirmed that he was a "distant relative" of Chief of Naval Staff Admiral, Arun Prakash.

The Times of India, 26 August 2005

### **Private players lure IAF pilots**

NEW DELHI: With many fighter, transport and helicopter pilots eyeing the fat pay packages in the civil aviation sector, IAF is grappling with a shortage of as many as 341 pilots. Out of a sanctioned strength of 3,263 pilots, IAF is making do with 2,922 pilots at present. "236 pilots of IAF have proceeded on premature retirement in the last three years," defence minister Pranab Mukherjee told the Rajya Sabha on Wednesday. "The main reasons are supersession, low medical fitness or compelling personal reasons," said Mukherjee. Government does not have "information about these pilots joining private airlines", he added. But, as reported earlier, there is a growing tendency among pilots to leave the armed forces for much more lucrative and "stable" jobs in commercial. An "operational" IAF pilot gets a monthly salary ranging from Rs 25,000 to 40,000 depending on rank. He, of course, gets several other perks like housing, rations and medical care.

The Indian Express, 29 August 2005

### **India to keenly watch PAF's 'coming of age' (SHIV AROOR)**

NEW DELHI, AUGUST 28: A large and complex war game by the Pakistan Air Force (PAF) next month is being seen by the IAF as "coming of age" of the PAF's tactical air doctrine. The IAF will closely watch the exercise - involving crucial doctrinal tests endorsed by General Pervez Musharraf himself - that will elevate the PAF to a primary assault force, on par with the country's Army. High Mark 2005, which kicks off on September 7 (Air Force Day in Pakistan), will involve 350 military aircraft and 20 air bases, including those on the frontier with India. The exercise will see the PAF put newly-honed beyond visual range (BVR), interdiction, air escort, ground attack and interception concepts through torture tests. Sources at the Air HQ here said, "It is for the first time that they will

have such a large mock deployment and it will be interesting to see how it goes. The establishment there has been working furiously on the air force concepts for the last three to four years. It must be said, however, that the IAF is conceptually more advanced at this stage."

The Tribune, 31 August 2005

**IAF, DRDO developing ambitious radar technology**

New Delhi, August 30 : As the Indian Air Force (IAF) has stepped up efforts to train its personnel in controlling the three IL-76 aircraft fitted with Israel-made Airborne Warning and Control Systems (AWACS), which are waiting to be inducted, reports here suggest that work is also under way for the indigenous AEW&C system. Reports suggested that the programme for design and development of indigenous AEW&C System is going on with the Defence Research and Development Organisation (DRDO). The preliminary designs of various sub-systems of the AEW&C have been completed and although the initial time-frame for the completion of development activities and commencement of user trials is 78 months, it could get a bit delayed. The Cabinet Committee on Security (CCS) had given its clearance for the indigenous AEW&C in September last year with the work on it commencing in October 2004. The government was hopeful that the DRDO would be able to keep the time schedule for the project, which has been sanctioned at a cost of Rs 1,800 crore. The DRDO and the IAF will jointly cooperate in the development of the system which would mean a big step ahead for India in developing its own radar technology. The revival of the AWACS project was announced five years after the DRDO's HS-748 technology demonstrator aircraft crashed, killing some DRDO scientists and technicians in Tamil Nadu in 1999.

The Indian Express, 31 August 2005

**Pluck this debate from the air (RAMESH V. PHADKE)**

The Indian Express and the former air chief, S. Krishnaswamy, deserve to be congratulated for starting a long overdue debate on India's aviation sector ('Fly over the divide', IE, August 19). This is the first time that a former chief of air staff has candidly expressed his views on the subject of utilising the costly and scarce national asset: experienced pilots of the IAF. For decades, the IAF remained largely indifferent to the needs and demands of civil/commercial aviation due mainly to a lack of vision, organisational preoccupation and an element of hubris, although until the early '80s it supplied some eight to ten experienced pilots to Air India first on deputation and later on permanent absorption, every year or two. The numbers remained small and most IAF pilots retired as wing commanders/group captains at age 48-50 and played "stocks and shares" or golf. To be fair, however, the civil/commercial sector was so small that there were few opportunities outside for IAF pilots. The retired army officer was sought after for security and HR related jobs while the navy released its young commanders in their late thirties to join the merchant marine; the air force pilot was an unwanted commodity.