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In a country like India with limited support from the industry and market, initiating 50 years ago (in 1964) publishing magazines relating to Army, Navy and Aviation sectors without any interruption is a commendable job on the part of SP Guide Publications. By this, SP Guide Publications has established the fact that continuing quality work in any field would result in success. ”

Narendra Modi, Hon'ble Prime Minister of India



While we at SP's cherish our journey started in 1964, founded by our Founder Editor and Founder Publisher Shri S P Baranwal; we do believe that the entry into 51st year and beyond is just a beginning for us. We therefore look forward to constantly evolving and expanding our qualitative efforts during coming years and coming decades.

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Indigenously-built aircraft carrier Vikrant undocks at Cochin Shipyard


The largest and the first indigenously-built, 40,000-tonne aircraft carrier (IAC) to be christened as INS Vikrant on commissioning was undocked on June 10, 2015, at a simple ceremony held at the Cochin Shipyard Limited (CSL). The ship, being built at CSL, would be required to undergo a series of fitment and trial processes and tests before it becomes ready for propulsion and inducted into the Indian Navy. Major outfitting work of the ship would be undertaken in the coming months. Prior to its delivery to the Indian Navy, the ship has to



undergo basin trials and extensive sea trials. The basic design of the IAC was done by the Indian Navy's Directorate of Naval Design.

The successful completion of aircraft carrier puts India in the elite group of four nations in the world who are capable of designing and constructing aircraft carriers. The other four countries are: US, Russia, UK and France.

The ship has a length of over 260 metres and breadth of 60 metres. It has two take-off runways and a landing strip with three arrestor wires, capable of operating STOBAR aircraft including the indigenous LCA, as well as a range of helicopters with hangar facilities.

The ceremony of undocking of Vikrant was witnessed by Commodore Kartik Subramaniam, Chairman and Managing Director of CSL. 



Cover:

The visit of the US Defense Secretary Ashton Carter was in itself a signal and message to the regional powers especially China, that both US and India are slowly realigning their policies on Asia-Pacific region. Both US and India see convergence on Asia's 'Rebalancing policy' and India's 'Act East' policy.

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DPP needs to be tweaked

For accelerating industrial development, specifically the defence industry in India, it is imperative for the government of the day to create an ecosystem. The Narendra Modi Government has begun in right earnest and has started working on reforms post-haste. Crucial to the development of the defence industries is the development of the micro, small and medium enterprises (MSMEs). They are a major cog in the wheel of the 'Make in India' initiative.

Recently, SP Guide Publications in association with FISME organised a seminar on 'Opportunities for MSMEs in Defence Sector', in keeping with its series of commitments towards the upliftment of every single aspect of aerospace and defence. Inaugurating the seminar, the Minister of Defence Manohar Parrikar assured the MSMEs that the government would support the sector and it was aware of the complexities in the system. The comforting announcement by the minister was that the Defence Procurement Procedure (DPP) would be simplified further, bringing in a lot more clarity to the procedure.

In this issue, we have a gamut of articles by our experts, one of which is about the thinking that is going on in government circles to acquire the light combat aircraft to replace the MiG-21 fleet of the Indian Air Force. The Ministry of Defence in end-May invited the global aerospace major Saab and the Russian company Rosoboronexport to make presentations on their proposal. Air Marshal B.K. Pandey (Retd) in his analysis states that given the worsening security situation in the region and especially the rising level of threat from India's adversaries, restoring the combat potential of the IAF requires a high degree of urgency.

Continuing on India's foreign policy issues, it is noteworthy to mention that Narendra Modi has given it a major fillip, networking with major powers, the neighbours and other trading nations. The recent visit of the US Defense Secretary Dr Ashton Carter highlighted how the two countries have embarked upon strengthening relations. The renewal of the defence framework agreement for 10 more years, till 2025, builds upon the previous framework and successes to guide the bilateral defence and strategic partnerships. The new framework agreement provides avenues for high level strategic discussions, continued exchanges between armed forces of both

countries and strengthening of defence capabilities.

Closer home, the engagement of the Prime Minister with his Bangladeshi counterpart is another step in taking India's leadership to the next level. The ratification of the India-Bangladesh Land Boundary Agreement (LBA) is perhaps the top most strategic achievement with neighbouring countries by the Modi Government. The Prime Minister also extended a \$2-billion credit line to Bangladesh and announced that power supply from India to Bangladesh will grow from 500 MW to 1,100 MW within two years.

Another significant event that happened during the last fortnight has been Indian operatives hunting down terrorists in neighbouring Myanmar after they had ambushed an Indian Army patrol and killed soldiers. The covert operation has been likened to some major cross-border interventions and India has been acknowledged as having its own capabilities to weed out terrorist elements, even if that means they have gone into 'safe havens'.

All this and more as we continue to analyse the security situation in the country and in the neighbourhood.

Happy reading!

A handwritten signature in blue ink, consisting of several overlapping loops and lines, positioned above the name and title of the author.

Jayant Baranwal
Publisher & Editor-in-Chief



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Carter visit – New road map for defence relationship



The US Defense Secretary Ashton Carter calls on the Prime Minister Narendra Modi in New Delhi on June 3, 2015

The new framework agreement provides avenues for high level strategic discussions, continued exchanges between armed forces of both countries, and strengthening of defence capabilities

[By Ranjeet Kumar]

The outcome of the much-touted visit (June 2 to 4, 2015) of the US Defense Secretary Dr Ashton Carter was on expected lines. Both the countries had agreed during the Republic Day visit of the US President Barack Obama on the renewal of the defence framework agreement for 10 more years, till 2025. And the final step of inking the agreement (2015 framework for the India-US defence relationship), which builds upon the previous framework and successes to guide the bilateral defence and strategic partnership for the next 10 years, was left to the visit of Dr Ashton Carter.

The visit was much more significant than putting the seal of approval of both the Defence Ministers. The visit of the US Defense Secretary was in itself a signal and message to the regional powers especially China, that both US and India are slowly realigning their policies on Asia-Pacific region. Both

US and India see convergence on Asia's 'Rebalancing policy' and India's 'Act East' policy. This is why during the visit of President Obama a separate statement on the joint vision of Asia-Pacific region was issued. Hence, the US side described Carter's visit to India as part of his focus on the US rebalance to Asia.

Though the US Defense Secretary met the Prime Minister Narendra Modi, the External Affairs Minister Sushma Swaraj and the National Security Advisor Ajit Doval, the substantive talks on deepening the defence cooperation was with his Indian counterpart Manohar Parrikar. The joint press release issued after the bilateral delegation level talks convey the impression that both countries will jointly work on the 'mobile electric hybrid power sources' and the next generation protective ensembles under the Defence Technology and Trade initiative (DTTI). The release says that the defence framework agreement also recognises the transformative nature of the DTTI. With the Indian

NSA, Carter is reported to have discussed the increasing aggressiveness of China in South China Sea.

Both the countries, as agreed during the visit of President Obama, agreed to expedite the discussions to take forward the cooperation in jet engines, aircraft carrier design and construction and other areas. They also agreed to pursue co-development and co-production of projects that will offer tangible opportunities for American defence industry to build defence partnership with Indian industries including manufacturing under the 'Make In India' programme. Both the countries had announced four pathfinder projects - the Raven mini-unmanned aerial vehicles; roll-on/roll-off mission modules for C-130J Super Hercules transport aircraft; mobile electric hybrid power sources; and, chemical biological warfare protection gear. The US is also reported to have offered the Scorpion light attack aircraft which can also be used as an intermediate jet trainer.

The two countries also agreed to continue their efforts to enhance bilateral cooperation in areas of mutual interest, such as maritime security and knowledge partnership in the field of defence. The new framework agreement provides avenues for high level strategic discussions, continued exchanges between armed forces of both countries, and strengthening of defence capabilities.

The previous 10-year agreement between India and US inked in 2005, facilitated the transfer and sale of such high-end products like the C-17 Globemaster, C-130 Hercules, the Harpoon anti-ship missiles, the fire finder radar, etc, worth \$10 billion and the new framework agreement will facilitate even more. The Indian Defence Ministry has already cleared the import of 22 Apache attack helicopters, 16 heavy-lift Chinook helicopters and the joint production of next generation Javelin anti tank missiles. Many more weapon systems will be in the pipeline.

It is not all hunky-dory in bilateral relations. India has expressed its annoyance over the US transfer of more US weapon systems and advanced weapon platforms like the F-16s and also the Harpoon missiles to Pakistan. This gives the impression that US wants to keep both the rivals in good humour and continue to keep the US war machine live and ticking. Parrikar had expressed his resentment on US weapon sales to Pakistan, before the media, even before he met Carter. Also, there are other hitches in further pursuing the DTTI as the US wants Indian signature on three foundational agreements. The US has said so very often that Indian signatures on the agreements will facilitate the transfer of weapons and technology to Indian industries. The agreements are - CISMOA (communication interoperability and security memorandum of agreement); BECA (basic exchange and cooperation agreement for geospatial cooperation) and logistics supply agreement (LSA). India is avoiding signatures on these as they lay down hard conditions on transfer and use of US supplied weapons and technology. That means that if a war breaks out against India, US will allow the use of US origin weapon systems only if the rival country is not an US ally. Also the US will conduct regular checks and verification of such weapon systems regarding its use.

However, the US must have by now realised the compulsions of the Indian Government in not acceding to those three foundational agreements. India would never want its strategic autonomy to be surrendered before the US administration. Considering the sensitive relations with China, India also would not like to give an impression that India has fully allied with the Americans. This is why India has avoided the invitation to Japan in the forthcoming bilateral Malabar Naval exercises, though India and the US have conducted very advanced level bilateral exercises, which also encompasses the deployment of nuclear submarines and aircraft carriers. The Malabar exercises began in 1992, in the aftermath of the end

of Cold War in 1992. It continued till 1997 and after May 1998 Pokhran nuclear explosions, the US cancelled all the bilateral military exchanges and even stopped the sale of weapon locating radar made by Hughes. However things changed once again in bilateral diplomatic and defence relations after the 9/11 terror attack on the twin towers of New York. The Americans resumed not only the Malabar exercises but also engaged in bilateral air and army exercises. They also cleared the sale of weapon-locating radar in 2004 to the Indian Army, the absence of which was greatly felt during the Kargil war of 1999. The defence relationship continued to deepen and the US has now emerged as major weapon supplier to India.

Now under the renewed framework for defence partnership, the exchanges between the armed forces will be deepened and widened. The new framework has charted a new road map for defence



Minister for Defence Manohar Parrikar and the US Defense Secretary Ashton Carter exchanging the signed document of the 2015 Framework for the India - US Defence Relationship, in New Delhi on June 3, 2015. The Defence Secretary G. Mohan Kumar is also seen.

cooperation, which ranges from collaboration in maritime security, joint exercises and intelligence sharing to co-development and co-production of weapon systems and technologies.

Carter has contributed a lot to strengthening the bilateral defence partnerships by spearheading the DTTI mechanism in his earlier capacity as the Deputy Secretary of Defence in the Pentagon. Now, in his role as the Defence Secretary, he is expected to push this even more strongly.

Before arriving in New Delhi, Carter had made a significant visit to the port city of Visakhapatnam, where the headquarters of the Eastern Naval Command is situated. In Visakhapatnam he also toured the INS Sahyadri, the indigenous stealth frigate. According to one US official, Carter's trip to Visakhapatnam showcased his commitment to maritime security and the need for a regional security architecture that creates transparency and trust among regional powers. **SP**



LT GENERAL
PC. KATOCH (RETD)

Indo-US defence relations – Will irritants persist?

Much before US Defense Secretary Ashton Carter arrived in India on his recent visit, his agenda was well known. The visit was follow up to President Barack Obama's visit to India in January. Carter, who had travelled to India in September 2013 as Deputy Secretary of Defense to sign the Defence Trade and Technology Initiative (DTTI) between the two countries, was expected to give the DTTI a major boost in addition to the joint venture 'Make in India' projects agreed during the visit of Obama: next-generation Raven UAVs; intelligence gathering and reconnaissance modules for C-130 J Super Hercules aircraft; mobile electric hybrid power sources, and; chemical and biological warfare protection gears for soldiers. During Obama's visit, the two countries had renewed the defence framework agreement which defines steps to be taken in the next decade (up to 2025) to give a major boost to the bilateral defence partnership, incorporating for the first time a provision to co-produce weapons in India along with transfer of technology under the DTTI.

The new framework for India-US defence relations in 2005 had resulted in increased defence trade, joint exercises, personnel exchanges, collaboration and cooperation in maritime security and countering sea piracy. In 2014, for the first time an Indian Navy ship participated in the Rim of Pacific (RIMPAC) exercise. Bilateral dialogue of the Indo-US Defence Policy Group (DPG) has been ongoing post-9/11 attack; forums being the Defence Joint working Group (DJWG), Joint Technical Group (JTG), Defence Procurement and Production Group (DPPG), Senior Technology Security Group (STSG), Military Cooperation Group (MCG) and Service to Service Executive Steering Group (ESGs).

During his recent visit, Ashton Carter heading a 13-member delegation visited the Eastern Naval Command at Visakhapatnam before coming to Delhi where he met the Prime Minister, Defence Minister, External Affairs Minister and the National Security Advisor. Carter conveyed to Prime Minister Modi that India was an important strategic partner for the US, US policy of rebalance in Asia-Pacific complimented India's 'Act East' policy, and that US is committed to the expeditious implementation of the decisions reached between him and President Obama. Views were also exchanged on regional issues, including the situation in Afghanistan, and the recent developments in the Indian Ocean and the Asia-Pacific region. With Defence Minister Manohar Parrikar, Secretary Carter discussed existing and emerging regional security dynamics, Indo-US defence relationship and the broader India-US Strategic Partnership, reaffirming their commitment to expand and

deepen the bilateral defence relationship. The hallmark of Carter's visit was signing of the 2015 Framework for the India-US Defence Relationship, aimed at guiding the bilateral defence and strategic partnership for 10 years.

The new framework agreement provides avenues for high level strategic discussions, continued exchanges between armed forces of both countries, and strengthening of defence capabilities recognising the transformative nature of the DTTI. While two projects for joint development of mobile electric hybrid power sources and the next-generation protective ensembles were finalised, agreements were also reached on: expediting discussions for cooperation on jet engines, aircraft carrier design and construction, and other areas; pursuing co-development and co-production projects that will offer tangible opportunities for US defence industries to build defence partnership with Indian industries including manufacturing under 'Make in India,' and; enhancing bilateral cooperation in areas of mutual interest, like maritime security and knowledge partnership in the field of defence.

While import of 22 Apache attack helicopters and 16 heavy lift Chinook helicopters were already cleared, how the 'Make in India' will progress under the DTTI remains to be seen. Technology sharing and maritime security cooperation were also being linked in the past to India signing agreements like the CISMOA (communication interoperability and security memorandum agreement), LSA (logistics supply agreement) and BECA (basic exchange and cooperation agreement for geospatial cooperation). This apart, the thrust of the US side over the years generally appears to be for cooperation on the high seas of the Indo-Pacific other than promoting business for the arms industry. Arguably, post such high level Indo-US dialogue, mention is made that regional developments too were discussed

but the question is how seriously does the US take India's security concerns like Pakistan's continued proxy war against India; China's aggressive posture astride the Himalayas; China's strategic lodgment in Gilgit-Baltistan; efforts to undercut India's role in Afghanistan; and China's sub-conventional aggression in Myanmar and India to name a few.

The fact is that the Pakistan-China nexus may well be the most dangerous in the world, facilitating a seaboard to China on the Indian Ocean next to the Persian Gulf. Both these countries are nuclear powers and are proactively indulging in proxy wars. Continued US support the Pakistani military despite all this, even blatant nuclear proliferation, is certainly detrimental to Indian interests. The question is, will the US address these concern or will these irritants continue in the Indo-US defence cooperation matrix? **SP**

Continued US support to the Pakistani military despite all this, even blatant nuclear proliferation, is certainly detrimental to Indian interests

Netherlands eager to enter Indian defence market

[By Ranjeet Kumar]

Though the Netherlands defence industry has a robust technology base, their penetration in the Indian defence market is not very significant and hence relatively new to India. The visit of the Prime Minister Mark Rutte to India, from June 4 to 5, provided an opportunity to introduce the Netherlands defence industry to India.

During the bilateral talks with the Prime Minister Narendra Modi, Mark Rutte committed his support to involve his country's defence industry in India under the 'Make in India' programme. As a first step, an agreement on manufacturing of dredgers in India's Cochin Shipyard was signed which will help in developing Indian shipyards, both civilian and defence. The Dutch Prime Minister's visit to India will go a long way in creating awareness about the Indian defence market and available opportunities for the Dutch defence industries. The Indian defence market is likely to be around \$250 billion during the next 10 years, as stated by the Indian Defence Minister Manohar Parrikar a few days ago.

There are a few sectors in which the Netherlands defence industry has left its imprint on India. For example, the Thales Netherlands has made a huge mark in Indian market with its radar technologies. The Indian armed forces have also ordered hydraulics and communication system from the country.

The Netherlands naval maritime industry is considered very advanced, which has a very large share in supplies to the NATO forces, but with dwindling defence budgets of the NATO partners, the Dutch are looking for new markets. The Dutch hope to see areas of collaboration widen and strengthen in the coming years in India in defence and maritime security.

The bilateral engagement in the defence sector will pave the way for wider cooperation in security issues. For example, when Rutte declared his support for permanent membership of the UN Security Council (UNSC) for India, Prime Minister Modi also committed India's support for Dutch candidature for non-permanent member of the UNSC during 2017-18. The Dutch also committed to support Indian claim for non-permanent member in the UNSC during 2021-22.

Hence, it was natural for the two Prime Ministers to state in the joint communique issued after the talks, "Recognising the increasingly globalised nature of threats and challenges and the shared stakes in each other's security, the Prime Ministers agreed to expand security and defence cooperation between India and the Netherlands." Both the Prime Ministers welcomed the possibility of Dutch participation in India's 'Make in India' initiative in the defence sector. Netherlands and India already have deep cooperation in the economic field. The Dutch are the fifth largest source of investment in India and similar is the case for Indian investors in the Netherlands, who are also the fifth largest investment source.

Both sides also decided to set up a joint working group on counter-terrorism, for which the first meeting has been fixed on June 19. Narendra Modi rightly said to Rutte, "Your visit has set the stage to take our ties to the next level and realise the full potential of our



The Dutch Prime Minister's visit to India will go a long way in creating awareness about the Indian defence market and available opportunities for the Dutch defence industries

relationship." Rutte responded, "Right now our trade is at six billion Euros and over 200 Dutch companies are already working in India, but we are looking at possibilities in other areas."

After the meeting Modi and Rutte talked about the bilateral security cooperation, "We have the experience in fighting the Islamic State in Iraq. India has experience in fighting terrorism as well. We will exchange information on how to deal with terror and share our experiences." **SP**

Sweden eyeing Indian defence market

Sweden has a very ambitious plan to widen its footprint in Indian defence market and the Swedish Defence Minister has accordingly discussed these issues in detail with Indian Defence Minister and has also invited Manohar Parrikar to visit Sweden to have a glimpse of the capabilities of the Swedish defence manufacturing facilities

PHOTOGRAPH: PIB



The Swedish Defence Minister Peter Hultqvist paying homage at Amar Jawan Jyoti, in New Delhi on June 10, 2015

[By Ranjeet Kumar]

The Swedes are showing their eagerness to mend fences with India. After muddling their fingers in the Indian market in mid-1980s, the Swedes have decided to repair their fractured relationship in defence sector with India. The prospective Indian market of \$250 billion over the next decade have forced a rethink on reviving their defence and diplomatic relationship with India. Hence the Swedish Government invited President Pranab Mukherjee to Sweden in the first week of June and a week later the Swedish Defence Minister himself visited New Delhi and Bengaluru.

The Swedes have an eye on India's unfinished business of acquiring more fighter squadrons. The Indian Air Force (IAF) will be getting only 36 French Rafale fighters, but rest of the 90 fighters under the 126 MMRCA (medium multi-role combat aircraft) tender is yet to be completed. Though additional

fighters are not to be acquired under the MMRCA tender, the Swedes have offered to set up an entire Saab production facility in the state of Maharashtra, for which the Maharashtra Government is already looking for land. The Maharashtra Chief Minister Devendra Phadnavis had said earlier that his government was in talks with the Swedish company Saab to set up a production facility in the state. The Swedish Defence Minister Peter Hultqvist met the Indian Defence Minister Manohar Parrikar on June 10 and discussed in length the various investment proposals by the Swedish defence companies. The Swedes are not new to Indian defence market. After the meeting between Swedish Defence Minister Hultqvist and Indian Defence Minister Parrikar, the Ministry of Defence (MoD) issued a short press release stating that both sides discussed issues of mutual interests concerning bilateral defence cooperation and regional security scenario. Both sides exchanged views on rising scourge of terrorism and agreed to cooperate in this regard. The issue of coop-



Saab receives follow-on orders for self-protection systems for Dhruv helicopter; (right) New-generation submarine A26

eration of Swedish firms in defence manufacturing under the 'Make in India' initiative was also discussed by both sides. They also agreed to continue to explore opportunities between defence establishments of both sides in mutually agreed areas.

The Swedish Defence Minister also went to Bengaluru where he visited the Hindustan Aeronautics Limited (HAL) and Bharat Electronics Limited facilities. Though Saab lost out in the six fighter race for Indian MMRCA tender, it never lost hope and continued to discuss with Indian defence officials on the possibility of setting up a production facility in India. Saab has already presented a business plan with transfer of technology if Indian Government provides land, water and other necessary facilities on priority basis. Maharashtra Government is reported to have promised to the Swedish company that once a decision was made on setting up Gripen fighter plane manufacturing facility in Maharashtra, the state government will expedite the process. The state Chief Minister had tweeted after visiting the Saab facility in Sweden, "It was great to be at the aerospace and defence company Saab at Linkoping, Sweden. Promised a defence manufacturing policy in Maharashtra soon". Defence Minister Parrikar had also informed Parliament in March this year that the light combat aircraft's (LCA) parameters were better than foreign competitors in terms of thrust and speed. The one aircraft that scored better was the Swedish Gripen, although it costs much more, he said.

The Chairman of Saab India Lars-olof Lindgren had also told a defence website that he has a 'Make in India' plan for the Gripen. Since Indian Air Force needs 42 squadrons and presently has only 34 squadrons with half of them obsolete MiG series aircrafts, the IAF urgently needs to acquire more squadrons to fill the widening gap in squadron strength. Since Indian developed LCA is nowhere near the horizon, the IAF has told the MoD that government must plan an early replacement of MiG series aircrafts. The IAF is not satisfied with LCA Mark-1 and has asked the HAL to produce the LCA Mark-2 having new advanced engines with better thrust capability, but LCA Mark-2 is not expected to roll out before 2021-22. The fifth-generation Russian fighter also looks to be beyond the horizon. The two sides haven't yet inked the final production schedule.

Hence, the IAF has advised the MoD to look for an easier option. The Gripen fighters can be acquired in large numbers as it has been billed as the cheapest option with proven technology. Only 36 Rafales will not fill the widening gap in the fighter strength of Indian

Air Force. Hence MoD had invited earlier this year Saab and Rosoboronexport to offer their proposals on the purchase of a light fighter to replace the MiG-21s.

Interestingly Saab is also eyeing the ₹50,000-crore Indian Navy requirement for six submarines. Saab has showcased its new generation submarine A-26 at IMDEX Asia in Singapore from May 19-21. Saab has also specialised in a range of defence products including systems and solutions, which they are also offering to Indian armed forces. Saab is also looking for partners in India for manufacturing them in Indian shipyard, according to Indian MoD 'Make in India' policy. The A-26 Submarine was the star attraction in the International Maritime Defence Exhibition and Conference at Singapore this year. This submarine is equipped with AIP technology which will enable the warship to remain submerged in water for 18 days.

Saab has already signed a technical partnership (TCA) agreement with the Pipavav, private sector shipyard, which has been declared qualified by the Indian Navy as a Combat Management System (CMS) to modernise or replace warships. The TCA signed in August 2012 will continue an ongoing cooperation between the two and also covers details about the format for cooperation and relevant projects. Saab has thus crafted a long-term strategy to engage with the Indian armed forces. The two companies have also formed the Combat Systems Engineering Group, which analyses naval combat systems design and architecture. They are also exploring the next-generation combat management system for the Indian Navy.

Two years ago Saab was awarded a ₹1,900-crore order from India to supply self-protection systems for Dhruv advanced light helicopter. The order was placed by the Hindustan Aeronautics Ltd for the IAF. In March this year Saab has also entered into a partnership agreement with Reliance Defence of India for producing advanced systems for Indian armed forces. Reliance wants to bid for the ship-borne UAV programme of the Indian Navy, valued around ₹10 billion. This agreement will allow European defence manufacturer to enter the emerging Indian UAV market, which is dominated by the Israeli companies.

Sweden thus has a very ambitious plan to widen its footprint in Indian defence market and the Swedish Defence Minister has accordingly discussed these issues in detail with Indian Defence Minister and has also invited Parrikar to visit Sweden to have a glimpse of the capabilities of the Swedish defence manufacturing facilities. **SP**



AIR MARSHAL
B.K. PANDEY (RETD)

Saab Gripen for the Indian Air Force?

The JAS 39 Gripen light-weight fighter aircraft from Saab of Sweden was one of the six contenders in the race for the contract for 126 medium multi-role combat aircraft (MMRCA). Developed by Saab Military Aircraft, the Gripen is a fourth-generation light-weight, multi-role combat aircraft that features a delta-canard configuration coupled with a digital fly-by-wire control system and has a very low radar signature. It is powered by a modified version of the proven F-404J turbofan engine, developed and produced by Volvo Glymator. The aircraft has a powerful search and tracking radar that allows 'look-down/shoot-down' capability, track-while-scan capability for multiple targets and target assessment available to the pilot in real time. The cockpit has a digital instrument panel with multi-mode and multi-function displays that allows push-button mission package selection. At the time of its launch, the Gripen was the most advanced combat aircraft in its generation with its cost of operation amongst the lowest. Unfortunately, the Gripen did not find a place on the final list of the MMRCA tender.

However, with the cancellation of the MMRCA tender in April this year and the formal announcement by the Indian Minister of Defence Manohar Parrikar at the end of May that the number of Rafale combat jets that India would buy from Dassault Aviation of France would be restricted to 36, just enough to equip two squadrons, global aerospace majors engaged in the manufacture of combat aircraft once again perceive fresh business opportunities in India that may be worth billions of dollars. The decision to scale down procurement of the Rafale jets to 36 is driven in all probability by the somewhat exorbitant initial as well as life-cycle cost of the platform that the nation would not be able to afford. The government has therefore embarked on the search for less expensive and consequently more affordable options.

While Airbus Defence and Space of Europe (formerly EADS) is ready to offer the Eurofighter Typhoon, the US aerospace major Lockheed Martin Corporation is prepared to come forward again to field the F-16 Fighting Falcon. Russian aerospace companies are hoping to receive enhanced orders for the Su-30MKI as also are ready with the latest version of the MiG-29, but it is Saab that appears to

be in the lead and is forging ahead with the offer of the Gripen NG apart from other initiatives. Saab has apparently been in dialogue with the Government of Maharashtra to set up a manufacturing base in the state and enter into collaborative agreement with Indian companies for the manufacture of fighter aircraft with assurance of transfer of technology.

In fact on May 31 this year, the Indian Ministry of Defence (MoD) had invited the global aerospace major Saab and the Russian company Rosoboronexport to make presentations on their proposal or offer for a light-weight combat aircraft to replace the MiG-21 fleet of the IAF, something for which the abortive MMRCA tender was floated in the first place. Given the tardy pace at which the light combat aircraft (LCA) Tejas project has been progressing so far, it appears that the MoD is exploring the option of collaboration with a reputed global aerospace major to speed up the design, development and production of Tejas Mk-II which the IAF proposes to induct in larger numbers. Saab would also have an opportunity to manufacture the Gripen in India for the IAF as also for the export market. Apart from the fact that these projects would be in conformity with Prime Minister Narendra Modi's 'Make in India' theme, these options would appear attractive to the IAF also as by the end of the current decade, the combat fleet of the IAF would be deficient by as many as 15 squadrons or 270 platforms. Given the worsening security situation in the region and especially the rising level of threat from India's adversaries, restoring the combat potential of the IAF acquires a high degree of urgency.

On June 10, 2015, the Defence Minister of Sweden Peter Hultqvist, who is on a visit to India, met with the Indian Minister of Defence Manohar Parrikar. During the meeting they discussed a range of issues of mutual interest among which offer by Sweden to collaborate with India on the production of light combat aircraft in the country as part of the 'Make in India' initiative figured prominently. As expected, Sweden is likely to insist on a government-to-government transaction if Saab is to enter into any collaboration with India either to develop and manufacturing a light-weight combat aircraft or produce the Gripen in the country.

The visit of the Minister of Defence of Sweden to India is indeed well timed as it could not have come at a more opportune moment. **SP**



On May 31 this year, the Indian Ministry of Defence had invited the global aerospace majors Saab and Rosoboronexport to make presentations on their proposal or offer for a light-weight combat aircraft to replace the MiG-21 fleet of the IAF

PHOTOGRAPH: Saab



LT GENERAL
VK. KAPOOR (RETD)

Soldiers demand One Rank, One Pension



When a former service officer writes on a subject which involves ex-servicemen's benefits he is unlikely to be taken seriously because he is expected to take the side of his former comrades in arms! However, notwithstanding the skeptical view that my brief write-up is likely to invite, what differentiates this issue of 'One Rank, One Pension' (OROP) from other issues is that it highlights the sheer neglect of the ex-servicemen over the decades since independence by successive governments. Therefore let us understand what is driving the OROP. Is it merely the money drawn as pensions drawn by our soldiers who retire relatively early, i.e. by about 35 to 37 years of age when the family liabilities are the greatest or is it the sheer frustration that they have been deliberately done down by successive governments in terms of pensions and *izzat*. Perhaps this is the main reason for this anger and dismay.

The military by and large has preferred a BJP-led Government who is seen to be more sympathetic to their cause being a self-proclaimed nationalistic government as compared to the Congress-led governments. Moreover this time Prime Minister Narendra Modi had made it very clear before the elections that his government would grant OROP to the veterans if they came to power. Thus the delay in implementing the scheme is all the more disturbing.

The widely touted argument against OROP to the military veteran is the likelihood of a similar demand being raised by other uniformed services like BSE, CRPF, etc. But this is a red herring and a fallacious

argument because unlike bureaucrats and paramilitary forces who all serve till 60 years of age, most military soldiers retire at 35-37 years of age, while officers below brigadier or equivalent do so at 54. We retire soldiers early to keep the army young and physically fit. Hence it stands to reason that they must be compensated adequately. This fact is so simple that it needs no further explanation.

There are many other startling facts which have emerged lately such as the 'non-functional upgrade' (NFU) to officers in all-India Group A services. This is a sort of 'pay-promotion' allowing them to draw higher pay than their rank under certain conditions. Almost all civil servants benefit from this while defence services officers do not. NFU is a sort of 'OROP by backdoor for civil servants'.

In all other democracies the soldiers have a better structure of salaries and special allowances. American soldiers have a 15-20 per cent edge over other government employees, British 10 per cent, Japanese 12-29 per cent and French soldiers 15 per cent. In pensions, while Indian soldiers get 50 per cent of their last pay per month, American soldiers get 50-75 per cent, Australian 76.5 per cent, Japanese 70 per cent and French soldiers 75 per cent.*

The Indian military still carries the traditions of the UK military. The UK has embraced OROP for soldiers. Other countries also compensate their military for its services. It is in keeping with this tradition that all Standing Committees of Parliament and the Courts in India have upheld the demand for One Rank, One Pension. **SP**

* 'The Soldiers Right', Times of India, June 16, 2015

DPP will provide a clarity on 'Make in India'

[By Neetu Dhulia]

New Delhi, June 11: "It's the Micro, Small and Medium Enterprises (MSMEs) which are the real power sectors and government is ready to support and ease the complexities in the defence procedures," said the Defence Minister Manohar Parrikar during the joint seminar on 'Opportunities for MSMEs in Defence Sector', organised by FISME in association with SP Guide Publications. Parrikar stated that a plat-

form of small and medium industries will be created the moment Defence Procurement Procedure (DPP) is out. "DPP will provide a clarity on 'Make in India'."

The Indian MSME sector provides the lifeline to India's most advanced sectors and is a very important contributor to the economy. In wake of government's focus to build indigenous capabilities in defence production through slew of policy interventions including offsets, a seminar on 'Opportunities for MSMEs in Defence Sector' was held on June 11, 2015, at New Delhi. **SP**



Jayant Baranwal, CMD, SP's, welcoming Defence Minister Manohar Parrikar



Accompanying the Defence Minister towards the FISME seminar



Welcome address by Dr Sangam Kurade, President, FISME



Defence Minister Manohar Parrikar stressing on need to simplify the complexities in defence procedures

PHOTOGRAPHS: SP Guide Photos



(Left to right) Dr VK. Saraswat, Member NITI Aayog – Interaction with R&D and academic institutions needs to be scaled up; Inaugural Session; while delivering Vote of Thanks, Jayant Baranwal suggests 'Make in India' should lead towards 'Make India Better' involving all the stakeholders and blessing from government



Anil Bhardwaj, Secretary General, FISME, speaking at the inaugural; Mukesh Kalra, Joint Secretary, FISME, addressing the audience; Technical Session I, chaired by Air Marshal N.V. Tyagi (Retd), panelists: Vishal Nigam, Deha R. Mohanty, Colonel K.V. Kuher (Retd), Neelu Khatri



Technical Session II, chaired by Air Marshal B.N. Gokhale (Retd) (centre) panelists: Jagmohan Singh, A.R. Yuvraj, Commodore Sujeet Samaddar (Retd); delegates at the seminar



Delegates at the seminar



LT GENERAL
P.C. KATOCH (RETD)

New era in Indo-Bangla relations

The ratification of the India-Bangladesh Land Boundary Agreement (LBA) during the recent visit of Prime Minister Narendra Modi to Bangladesh is perhaps the topmost strategic achievement with neighbouring countries by the Modi Government. Obviously tremendous spadework had been done for this landmark agreement. Under the LBA, 111 Indian villages go to Bangladesh and 51 Bangladeshi villages come to India but this is hardly a game of numbers as it sorts out the complex issue of conclave awarding nationality to some 50,000 stateless inhabitants.

This cruel joke on the population of these enclaves would not have happened if the British had not brought Cyril Radcliffe to India first time in July 1947, giving him five weeks to chair two boundary commissions (one for Punjab and one for Bengal) to partition undivided India. Radcliffe had never handled a map and partition along the Radcliffe Line ended in violence that killed one million people and displaced 12 million. Ironically, the chance to streamline the India-Bangladesh border was also lost when India helped birth of Bangladesh despite having 93,000 Pakistani prisoners of war. But while Prime Minister Modi deserves accolades for addressing the neighbourhood in focused manner, Prime Minister Sheikh Hasina too deserves kudos for focusing to dismantle the terrorist infrastructure in Bangladesh, including going after the hideouts and cozy commercial projects established by the United Liberation Front of Assam (ULFA) in Bangladesh, plus checkmating flow of weapons and ammunition across the border.

In the past, major anti-India terrorist camps used to run openly in Bangladesh, replete with the Special Services Group (SSG) and Al Qaeda instructors. In 1992-93, Students Islamic Movement of India (SIMI) had established firm linkages with Islamic Chhatra Shibir, Al Qaeda affiliated HUJI, Al Badr, Al Jihad and other organisations in Bangladesh and their cadres were trained in facilities located inside Bangladesh under the very noses of DGFI and BDR. Presently, Pakistan's ISI continues to maintain links with HuJI-B, Jamat-e-Islami and Talibanised Jamaat-ul-Mujahideen Bangladesh. Some militant groups have established links with Al Qaeda, LeT, HuM and ISIS. 22 agreements were inked between India and Bangladesh during Modi's visit, among them allowing Indian cargo vessels use of Chittagong and Mongla ports of Bangladesh, cutting down time distance and commercial expenditure against the present practice of offloading goods for Bangladesh at far off Singapore.

Prime Minister Modi extended a \$2-billion credit line to Bangladesh and announced that power supply from India to Bangladesh will grow from 500 MW to 1,100 MW within two years. Bangladesh is the first neighbour of India which is establishing a special economic zone (SEZ) exclusive to India companies. Indian FDI to Bangladesh in 2014 was \$68 million, up from \$45 million in 2013 but remained lower than FDI from UK, Japan and even Pakistan. Development for SEZ for Indian investment would significantly improve bilateral investment and rectify trade imbalance which presently favours India. The two Prime Minis-

ters flagged off two bus services that would connect our North-eastern states with Dhaka. For India, this considerably improves access to the northeast. For example, the current route distance between Agartala and Kolkata is 1,650 km. However, via Bangladesh it's only 350 km. Such transit facility will provide fillip to the Northeast economy as goods from the region are transported to Bangladeshi ports for onward shipment to other parts of India or South East Asia. The joint agreements besides signing the LBA deal with: bilateral trade; coastal shipping between the two countries; inland water transit and trade; cooperation in the field of standardisation; Dhaka-Shillong-Guwahati and Kolkata-Dhaka-Agartala bus services and their protocols; cooperation between Coast Guards; prevention of human trafficking; prevention of smuggling and circulation of fake currency; new line of credit from India to Bangladesh; Blue Economy and Maritime Cooperation in Bay of Bengal and Indian Ocean; use of Chittagong and Mongla ports; project under IECC (India Endowment for Climate Change) of SAARC; India economic zone; cultural exchange programme (2015-17); education cooperation; leasing of Internet at Akhaura; joint research for oceanography in Bay of Bengal; MoU between University of Rajshahi, Bangladesh and University Jamia Milia Islamia, India, and; commencement of LIC of India in Bangladesh.

River water sharing was mentioned only briefly when Prime Minister Modi said that the resolution is achievable on lines of the LBA, adding, "I am confident that with the support of state governments in India we can reach a fair solution on Teesta and Feni Rivers". It may be recalled that earlier West Bengal Chief Minister Mamata Banerjee had scuttled such discussions but since she accompanied Prime Minister Modi on this visit to Bangladesh, it is obvious that she is amenable to the idea. If no agreement has been now is perhaps because of the elections slated in West Bengal next year. So it is perhaps a matter of time. Since the next elections in Bangladesh are due only in 2018, this gives adequate opportunity to build upon the rapport between Prime Ministers Modi and Hasina.

In his speech to Dhaka University students and cross section of Bangladeshi society at the Banglabandhu Conference Centre, Prime Minister Modi referred to terrorism as the 'enemy of humanity', while also endorsing Prime Minister Hasina's 'zero tolerance' against terror. From the defence and security point of view, the fallouts of Modi's recent visit to Bangladesh have been tremendous. The border has been straightened between the two countries. This would enable better control, coordination and surveillance, especially with the agreements for cooperation against human trafficking and circulation of fake currency. Cooperation in the Bay of Bengal too is good from the security viewpoint. If Bangladesh continues its drive against terrorism and has full cooperation from Indian states, particularly West Bengal on this, India-Bangladesh relations can grow rapidly, to the betterment of economy and people of both countries. **SP**



AIR MARSHAL
B.K. PANDEY (RETD)

Restructured leadership of DRDO

Ever since the NDA Government came into power on May 26 last year, Prime Minister Narendra Modi had been sending clear signals of his intent to bring about radical reforms in the Indian Defence Research and Development Organisation (DRDO). This task figures high on his agenda especially in view of his 'Make in India' philosophy that would positively need to be supported by a strong defence industrial base in the country. One of the first things he did was to warn the organisation to shed its laissez faire attitude.

Over the years, instead of growing as a scientific organisation engaged in research and development (R&D), the DRDO has progressively degenerated into a top-heavy bureaucratic entity and today it functions with the same degree of efficiency as most other departments of the Central Government. The DRDO has 52 laboratories spread across the country, around consumes seven per cent of the defence budget and yet the Indian armed forces continue to import around 70 per cent of their requirement of military hardware and software.

With total job security for the scientists, working conditions that is totally devoid of stress as there is practically no accountability, the scientific community at the DRDO has been wallowing in a state of complacency, has achieved little to fulfil the requirements of the Indian armed forces, despite the massive investments the nation has made. Projects assigned to the DRDO are characterised more by time and cost overruns and it does not need a great deal of wisdom to realise that in its present disposition as well as the track record so far, the organisation is unlikely to do any better. The Indian armed forces therefore will have no option but to continue to depend on foreign sources to meet with even some of their basic needs in respect of military hardware. It is indeed a sorry state of affairs.

While the malaise has been afflicting the DRDO practically since its inception, it was for the first time in February 2008 that a committee headed by Dr P. Rama Rao, a former Secretary of the Department of Science and Technology, to look into the various aspects, recommended changes in institutional, managerial, administrative and financial structures for improving the functioning of the DRDO. Instead of implementing even some if not all the changes recommended by the committee, the government of the day, constituted another committee in June 2009

under the then Defence Secretary to come up with a set of acceptable recommendations. A convenient route to procrastination!

Under the existing system, the officer heading the DRDO holds three appointments simultaneously. Apart from functioning as the Director General (DG) of DRDO, he is also the Secretary Department of Defence R&D as well as the Scientific Advisor to the Minister of Defence.

The process of restructuring of the DRDO was initiated by the NDA Government in the beginning of the year with the somewhat abrupt termination of the services of the DG Avinash Chander. The DG had already crossed 60, the age of superannuation and was serving on contract with a two-year extension. It has been a practice at the DRDO to retain scientists on renewable contracts after superannuation thus depriving the younger generation of scientists to play meaningful role. The somewhat sudden decision to show the serving DG the door was driven by Prime Minister Modi's thrust on inducting officers of lower age profile in key appointments. The other aspect of the planned restructuring that the government has embarked upon was to separate the posts of DG, DRDO and the Scientific Advisor to the Minister of Defence, a step to ensure that the Defence Minister has the benefit of objective and independent feedback on the performance of DRDO.

The split in responsibility of the leadership was achieved with the appointment in May this year of the 59-year-old Dr S. Christopher who was heading the Centre for Airborne Systems, as the DG, DRDO. The post of Scientific Advisor to the Minister of Defence was taken away from the domain of the DG, DRDO and was handed over to a 51-year-old scientist G. Satheesh Reddy. The DG, DRDO will, however, continue to function as the Secretary Department of Defence R&D, though ideally, even this responsibility ought to have been weaned away.

The recently effected changes in the leadership would have in all likelihood set off tremors in the organisation. However, these moves signal the determination of the government to reenergise and motivate the DRDO to attain significantly higher levels of indigenisation in defence hardware with enhanced levels of accountability. Whether the DRDO will be able to match up to the expectations of the government and the Indian armed forces, only time will tell. **SP**



Leadership changes in DRDO signal the determination of the government to propel the organisation to attain significantly higher levels of indigenisation in defence hardware with enhanced levels of accountability

Myanmar raid – Go for credible deterrence

The Army convoy ambushed on June 4 in Chandel district of Manipur was the worst suffered by the Army in past 33 years. 18 army personnel were martyred when the forward two vehicles were blasted by improvised explosive devices (IEDs) and fired upon by RPG rockets and automatic fire. The NSCN(K) and KYKL owned responsibility but there is much more in the backdrop; China-Pakistan nexus fanning the Northeast insurgency and ISI-backed jihadi outfits. In April 2015, nine militant groups including the NSCN(K) and the ULFA faction led by Paresh Baruah, came together to form the United National Liberation Front of WSEA (West South East Asia) in a meeting held at Taga in Sagaing, Myanmar, under active tutelage of Chinese intelligence. Khaplang, Chairman NSCN, heads the new grouping with ULFA's Paresh Baruah, who has been sheltered on Chinese soil past several months, playing a major role. China was behind the recent abrogation of the 14-year-old ceasefire by NSCN(K) with India. Other groups that are part of the new grouping are the Kangleipak Communist Party, Kanglei Yawol Kunna Lup, People's Revolutionary Party of Kangleipak, People's Liberation Army, United National Liberation Front and National Democratic Front of Bodoland (Songbijit faction).

In recent years China has been supplying arms to PLA of Manipur and Indian Maoists, and has created her deadliest proxy in the United Wa State Army (UWSA) headquartered in Shan state of Myanmar arming them even with missile fitted helicopters. Timing of formation of the United National Liberation Front of WSEA and abrogation of the 14-year-old ceasefire by NSCN(K) in March was a signal preceding Prime Minister Modi's visit to China in May. There are also indications of involvement of ISI-LeT sponsored Islamic groups particularly the PULF (People's United Liberation Front) also in the Manipur ambush. At the same time, the involvement of the western arms mafia too can hardly be ruled out taking into consideration the Purulia arms drop. India's riposte through swift surgical strike at two camps inside Myanmar drew international attention.

The raid was conducted by Special Forces supported by the IAF pursuant to credible and specific intelligence about further attacks that were being planned on Indian territory by the same groups that had undertaken the ambush in Manipur. The Army statement reads that significant casualties have been inflicted on the terrorists. While no specifics were given in the Army statement, media reports quoting official sources talked of terrorists killed numbering ranging from 20 to 50. The Army also confirmed they had been in communication with the Myanmar authorities in this regard, there is history of close cooperation between the two militaries and Indian Army looks forward to working with Myanmar Military for combating terrorism.

The raid on the terrorist camps across the border indicates resolve of the Modi Government in effectively dealing with cross border terrorism. It is the first time the Government of India has shown willingness to conduct pre-emptive strikes

to curtail operational capabilities of insurgent groups. Some 1,000 of 1,500 NSCN(K) cadres are reportedly based in Myanmar. The existing insurgent camps in Myanmar number 61 as per latest TV news. The borders are also used for smuggling of arms and contraband by the militants. Unconventional warfare and proxy wars having proved their strategic importance over other forms of conflict past decade, we must recognise that China and Pakistan have joined hands and resolved to destabilise India through terrorism and fanning insurgencies as proactively as possible.

The China-ISI-Taliban-LeT nexus is targeting Afghanistan, Maldives, North India and South India, with latter sitting on a dormant tinderbox. Northeast India is a strategic objective for China; to annex Arunachal Pradesh and reach out to the Indian Ocean. Our Special Forces raids on terrorist camps in Myanmar no doubt have sent out salutary message on all fronts. But then within Myanmar there are 61 such camps and next time, the terrorists organisations will be on better lookout. Chinese and Pakistani intelligence may even supply these outfits with shoulder-fired air defence missiles. As of morning of June 10, fierce gun-fight had broken out between a combined team of underground outfits and the Army along the border in Ukhrul district during the massive combing operation though no casualties were reported.

The surveillance, communication interception, IED/mine detection and countermeasure capabilities of units in the Northeast must be enhanced. The government would do well to immediately raise minimum two Technical Support Divisions (TSDs) for the Army to cover our land borders. The terrain along the India-Myanmar border is rugged, thickly forested and difficult. The gaps between the posts too have dense undergrowth that facilitates easy infiltration and smuggling especially in hours of darkness and inclement weather. The previous government was planning to replace the Assam Rifles (AR) with the Border Security Force (BSF) along the Indo-Myanmar border which mercifully the present National Security Advisor (NSA) has ruled out. But what the government should consider is to deploy BSF units to beef up the border defence but they should be placed under command of the army like the AR to ensure the 'One Border, One Force' principle, not repeating the mess created in Depsang and Chumar where the Indo-Tibetan Border Police (ITBP) is not under command the army. The Special Forces raids on two terrorist camps in Myanmar are a good

beginning at the tactical level but we need to need to urgently address the strategic level. India's pursuit of idealism and inward looking policy whether by default or design, latter aided by the enemy within, has cost us much more in the long run. We must mix idealism with realism of the 21st century and acknowledge nefarious designs of our enemies. There is urgent need to establish credible deterrence against unconventional and proxy wars unleashed by China and Pakistan. We need to control the fault lines of our adversaries, rather than them controlling ours. **SP**

The Special Forces raids on two terrorist camps in Myanmar are a good beginning at the tactical level but we need to need to urgently address the strategic level.

— *By Lt General P.C. Katoch (Retd)*

Cross-border military raid in Myanmar

Thursday, June 4, 2015, witnessed one of the biggest militant attacks on the Army in recent years. At least 18 soldiers were killed and another 11 injured when they were ambushed in the Moltuk valley of Chandel district in Manipur. The soldiers belonged to 6 Dogra, a battalion of the Dogra Regiment of the Indian Army. They were moving from their base in Moltuk towards Pallel when their convoy was ambushed at around 8 a.m., according to Army and Manipur Police sources. The attackers used rocket-propelled grenades and heavy automatic weapons. Two trucks caught fire and were completely gutted, burning alive the soldiers who were trapped inside.

The attack shocked the nation, the government and the Army. It was an audacious attack which seemed to have caught the Army off guard. Retaliation from the Army was expected. The cross-border raid was finally launched in Myanmar territory on June 9, 2015, by Indian Special Forces. Myanmar territory across the border is where the Northeast militants take shelter after attacking security forces along Indo-Myanmar border. Such retaliatory operations have taken place earlier too but without the post-operation hype that followed the raid this time by the Army. The hype this time was more politically biased. The reasons are not far to see. The BJP Government is portrayed as a nationalistic government who is expected to be more careful and macho about national security and therefore this militant attack was an affront to their self-professed image which seemed to have been hurt by this bold action by the militants. So the

government itself was keen to be seen as taking a strong counter to the attack on the military. The broad aims of the operation can be summarised as under:

- Cause maximum damage to the militant bases in Myanmar territory from where such attacks could emanate.
- Raise morale of the Army by resorting to a bold and daring action.
- Send a strong message domestically and in the neighbourhood that the present political dispensation would not permit any such actions in Indian territory and should they take place they would have no hesitation in retaliating appropriately.

While the operation was conducted boldly and with precision, and was indeed lauded by all, and even the post-operation statement by the military was considered measured and appropriate, the government's post-event handling of the strike on militant camps in Myanmar has come under criticism from a large number of people including the military community. The view that has emerged is that the hype by political leaders was excessive and the chest thumping by ministers wanting to gain political mileage was unnecessary and could jeopardize future such operations and ruin the existing friendly relationship with the Myanmar Government and the military. It is for this reason that India is sending its National Security Advisor to Myanmar to calm tempers and assuage the ill feelings of Myanmar political and military hierarchy. SP

— By Lt General V. K. Kapoor (Retd)

Special operations in Myanmar

In the early hours of June 9 this year, Indian Special Forces carried out surgical operations deep inside Myanmar territory. Their targets were two camps of the Nationalist Socialist Council of Nagaland (Khaplang) and allied insurgent groups. As revealed by Army Headquarters in a briefing to the media, the cross-border operations by the Special Forces were mounted in retaliation to the killing of 18 Indian Army personnel a few days earlier by the Naga insurgents. Besides, the operations in Myanmar were pre-emptive in nature as there were reliable intelligence reports of planning by the insurgents of further attacks on Indian forces inside the Indian territory.

The swift response by the Indian security establishment to the massacre of Indian soldiers on June 4, 2015, is generally being regarded as a positive change in the policy of the Indian Government in dealing with terrorists, militants or anti-national elements. While the decisive response by the Indian security establishment is being lauded in India it has evoked equally vicious and offensive response from Pakistan that was clearly rattled. While the planning and conduct of the operations reflects professionalism of a high order, it is debatable whether the Government of India ought to have indulged in chest thumping as it did, as also permitted the media blitz.

Though not openly admitted by the government, it is understood that cross-border operations classified as 'hot pursuit' into Myanmar have been undertaken a number of times in the past by the

Indian Special Forces to target insurgent groups. The Government of Myanmar has been aware of such operations, but has not voiced protest as it does not support the insurgent groups. It therefore prefers to let the Indian forces tackle these elements as they deem fit. However, in the past, the Government of India has totally refrained from allowing such operations to come into the public domain primarily to obviate embarrassment to the Government of Myanmar. Such operations of clandestine nature are sensitive in character and require careful and deft backroom diplomacy. No government would like to publicly acknowledge acceptance of undercover operations in their territory by the forces of another country. Especially in the case of Myanmar whose constitution does not permit operations by foreign forces on their soil, publicising of covert operations with indications that these were undertaken with tacit approval of the government, would undoubtedly cause serious embarrassment. This is what seems to have happened as the Government of Myanmar has expressed annoyance at the unprecedented publicity of the episode by the Government of India in the Indian media.

The operations into Myanmar by the Indian Special Forces were essentially covert in nature and in all fairness to the Government of Myanmar, the Indian Government ought to have ensured that the exercise remained covert. SP

— By Air Marshal B.K. Pandey (Retd)

Indian armed forces wind up their biggest relief and rescue operations abroad ever



In the just concluded 'Op Maitri' in the quake-hit Nepal, the Indian Air Force (IAF) and the Army flew 2,223 sorties, rescued/evacuated about 11,200 people (including 780 casualties) to safer places and transported and dropped about 1,700 tonnes of relief materials. The Indian armed forces' Rapid Action Medical Teams extended medical assistance to 4,762 injured, including 300 surgeries, 216 hospital admissions and 4,174 OPD cases.

The mammoth humanitarian assistance and disaster relief (HADR) tasks carried out by the IAF and Indian Army from April 25, 2015, wound up on June 4, 2015. Within four hours of the earthquake that struck Nepal, IAF swung into action and routed one C-130J aircraft, two C-17, one IL-76, airlifting 295 NDRF personnel, 46.5 tonnes of load and five sniffer dogs.

Lots of relief material for over a month were airlifted like water, field hospitals, blankets, tents, paramedics, stretchers, medicines, prepared food, milk, utensils, vegetables, meals ready to eat (MRE), RO plants, oxygen regenerators, Air Force Communication Centre vehicles, Rapid Action Medical Team (RAMT) with its transportable operation theatre, X-ray, laboratory and patient beds, etc.

IAF aircraft that took part in the operation included heavy-lifters C-130J Super Hercules, C-17 Globemaster III, IL-76 Gajraj and medium-lifter An-32. Besides these aircraft, eight medium-lift helicopters (MLH) which included Mi-17V5 and Mi-17.

Large-scale relief and rescue operations were carried out by Mi-17 V5 and Mi-17 helicopters from detachments at Pokhara and Kathmandu. These operations were carried out to far-flung inaccessible areas at earthquake affected places that included Lukla, Dhading, Millanchi, Gorkha, Chautara, Charikot, Melum, Aroghat, Dhunche, Trishuli, Ramechhap, Barpak, Narayan Chor, Namchi Bazar, Tatopani, Lamabagar and other remote villages.

The Engineer Task Force (ETF) of the Indian Army have cleared and constructed tracks in difficult and inaccessible areas to facilitate the relief work in Barpak, Gorkha and Kathmandu. The ETF cleared over 16 km of track, over 11,477 cubic metres of debris, helped to reconstruct 55 houses/shelters and recovered several bodies. The Army Aviation pilots flew continuously to evacuate stranded and injured people, provided relief materials and inducted 567 Nepalese Army troops to reach inaccessible areas to carry out relief work. The Army provided 10,000 blankets, 1,000 tents and 1,000 tarpaulin/plastic sheets.

The Indian Army's Everest Expedition team, which was located at the Everest Base Camp when the earthquake struck, did yeoman service to rescue a number of mountaineers who were affected by an avalanche that was triggered due to the quake. They helped in recovering 18 dead bodies and the team doctor rendered critical medical aid to several mountaineers before they were evacuated by air. **SP**

Big push to private participation in defence manufacturing: Government provides level playing field with defence PSUs



Defence manufacturing is one of the key sectors among the 25 sectors identified under the 'Make in India' campaign launched by the Government of India. A number of initiatives have been taken by the new government to incentivise private sector, including foreign OEMs to engage in the defence and civil aerospace sector.

A series of consultations have been held across Ministries/Departments under the mentoring of the Prime Minister's Office (PMO) to enable simplification of rules and procedures to promote private participation under defence manufacturing and exports. This is hoped to stimulate big-ticket investments and incentivise manufacturing.

There was a long-standing demand of the private sector manufacturers to bring parity between domestic private players with Ordnance Factory Board and defence PSUs in the matter of payment of central excise and customs duty.

As a major game changer, Government of India has withdrawn excise and customs duty exemptions presently available to goods manufactured and supplied to the Ministry of Defence by Ordnance Factory Board and Defence PSUs vide Notifications No. 23/2015-Central Excise and No. 29/2015-Customs dated 30.04.2015.

This will provide a level playing field to domestic private players bidding for the government contracts by taking away the strategic advantage with PSUs for quoting lower rates in open bids.

With this initiative, the government has also fulfilled demand of foreign original equipment manufacturers (OEMs) such as Boeing, Airbus, Lockheed Martin, BAE Systems, etc., who are actively exploring the scope of future investments in India.

The Indian aerospace and defence market is among the most attractive globally as India is highest importer of defence items in world. As Prime Minister has famously said, this is one distinction India is not keen to have much longer.

The government has systematically opened up the sector for private investment by increasing FDI cap in defence to 49 per cent and rationalising conditions: Almost 60 per cent items required for industrial licence have now been de-reserved and business re-engineering process has been effected across departments and ministries for a favourable manufacturing and export platform for private sector companies.

The recent notification from the Department of Revenue will provide a definitive message to foreign OEMs that India is open to business for defence manufacturing. **SP**

Saab signs contract with Pilatus on mission and graphics computer for PC-21 trainer aircraft

Defence and security company Saab has signed a contract with Pilatus Aircraft to provide the mission and graphics computer, with a digital map function, for the Pilatus PC-21. The order value amounts to approximately SEK 100 million.

The contract covers development, adaptation and delivery of an open system mission computer, plus the digital map software function, for the PC-21 advanced turboprop trainer aircraft produced by Switzerland's Pilatus Aircraft Ltd. Series production deliveries will start in 2016 and will continue over the life of the PC-21 programme. The contract provides options for additional suborders that could include further cockpit functions and systems.

"This is a contract and a partnership of strategic importance for Saab. Both we and Pilatus are dedicated to the introduction of modern technology that gives aircrew superior situational awareness, and delivers a competitive edge to their aircraft," says Ronny Nykvist, head of Saab business unit Avionics Systems.

Saab's business unit Avionics Systems has a long history of



developing and supplying high-integrity mission and graphics computers for demanding aircraft missions and applications. Saab's avionics embrace a common architecture that is modular, scaleable, upgradeable and expandable – all with a state-of-the-art computer and graphics platform. **SP**

US Navy receives 25th P-8A, first aircraft of last LRIP lot



The first P-8A Poseidon aircraft of low-rate initial production (LRIP) lot 4 takes off from a Boeing facility in Seattle June 2, embarking on the five-hour ferry flight to Naval Air Station Patuxent River, Maryland, where it will join Air Test and Evaluation Squadron One to temporarily support operational test efforts.

This arrival is the 25th aircraft to join the Navy's current P-8 inventory.

Lot 4 is comprised of the final 13 LRIP aircraft. Full-rate production (FRP) manufacturing begins next month with the first FRP aircraft joining the Navy in 2016.

As the transition from P-3C Orion to P-8A Poseidon continues, the Navy will use the aircraft for broad-area anti-submarine warfare, anti-surface warfare and intelligence, surveillance and reconnaissance training and operational missions. **SP**

RCAF Polaris delivers 10 million pounds of fuel to anti-ISIS coalition

The 21 members of Air Task Force-Iraq's air-to-air refuelling detachment have reached a major operational milestone in their contribution to the Middle East Stabilization Force's (MESF) efforts against the Islamic State.

Recently, while flying their 168th mission on the CC-150T Polaris since the beginning of Operation IMPACT in late October 2014, the refuelling crew, flying their CC-150T Polaris, surpassed 10 million pounds of fuel transferred to Canadian CF-188s and other coalition strike aircraft.

This landmark number reflects the operational importance of Canada's air-to-air refuelling capability in the fight against ISIS, enabling a wide variety of coalition fighter aircraft to reach areas of operations and stay overhead for longer periods of time in order to provide Iraqi Security Forces with effective air support.

"The air-to-air refuelling detachment is a major asset for the MESE," said Brigadier-General Lise Bourgon, Joint Task Force-Iraq commander. "The Polaris ensures fighter aircraft, despite their heavy ordnance loads, have the range needed to conduct airstrikes on ISIS throughout our operational areas."

While the Polaris is not the only MESF air-to-air refuelling aircraft supporting fighter operations, the RCAF crews that



fly the large aircraft have made a name for themselves for their flexibility and willingness to stay in the air as long as possible to ensure aircraft striking ISIS are fuelled on the way to a mission and are able to make it back to base at the end of the day.

With a refuelling hose and drogue deployed from under each wing, the Polaris can transfer more than 80,000 pounds of fuel to receiving aircraft during a single flight.

The 10 million pounds of fuel transferred is a success achieved thanks to the hard work and dedication of a unique partnership between RCAF aircrew from 437 Transport Squadron and civilian technicians with L-3 MAS who work tirelessly to keep the modified Airbus A310 ready for the next mission. Given the high operational tempo, this regular maintenance is essential.

While sometimes overlooked, the contribution of this air-to-air refuelling capability is essential to keeping the pressure on ISIS. As the air-to-air refuelling crews note, they 'fuel the fight.' **SP**



AIR MARSHAL
B.K. PANDEY (RETD)

Whither airport security?

On the night of June 10, 2015, at around 2145 hours, there was an ugly spat between employees of the Airports Authority of India (AAI) and the constables of the Central Industrial Security Force (CISF) deployed at Karipur International Airport, Kozhikode, Kerala. In the episode, a constable of the CISF identified as S.S. Yadav lost his life on account of a gunshot injury to his cranium and left three others injured in the violent clash between the two groups.

As per reports in the media, CISF personnel on duty at a point of entry into the airport reportedly asked a senior official of the Airport Fire and Rescue Services named Sunny Thomas to show his entry pass. When the latter reportedly refused to do so and attempted to force his way past the checkpoint, CISF constable Yadav, who was armed, intervened. In the ensuing scuffle with Thomas, the gun in Yadav's possession went off accidentally causing serious head injury to which he succumbed soon after. On learning of the incident, the other CISF personnel on duty turned violent leading to a clash between the personnel of the two agencies manning the airport. Passengers and visitors to the airport including taxi drivers also fell victim to the wrath of the CISF personnel who had gone berserk turning the airport virtually into a war zone as described by eyewitnesses. As a result of the clash, the airport was shut down for 10 hours disrupting scheduled international and domestic operations. It is understood that in the recent past, there had been an ongoing dispute between the personnel of AAI and CISF over mandatory inspection of entry pass at the gate as a result of which the situation at Karipur International Airport had for some time been tense.

Established on March 10, 1969, under an Act of Parliament, the CISF was recast as an 'Armed Force of the Union of India' on June 15, 1983, once again under another Act of Parliament. Raised initially with 2,800 personnel, the strength of CISF today stands at over 1,65,000 and is slated to rise to 2,00,000 before the end of the decade. Functioning under the control of the Ministry of Home Affairs (MHA), the CISF is the largest industrial security force in the world providing security cover to over 300 industrial units in the country. It is also entrusted with the responsibility of providing security at all commercial airports in India whether under private ownership or operated by AAI.

In the past, the responsibility of providing security to commercial airports lay with the civil police of the state in which the airport was located. However, the proposal to hand over airport security to CISF was initiated after the incident of hijacking of Indian Airlines flight 814 in 1999. In February 2000, Jaipur became the first airport where the CISF was made responsible for providing security. Currently, CISF provides security services at around 60 airports in the country, both international and domestic. However, a notable anomaly that afflicts the system is that the AAI and the CISF that together are responsible for the management of a commercial airport are under the control of separate ministries of the Central Government. Unfortunately, perceptions of the two ministries may differ. This could be one of the possible reasons why relations between the two departments in question have not always been cordial.

While the clash of the scale witnessed at Karipur had not been reported so far, there have been the occasional tussle between personnel of the two departments in question that have had adverse effect on operations. Also, there has been the occasional report of conflict between passengers and CISF personnel and sometimes even allegations of misbehaviour by the latter with passengers including women and children. An objective analysis would reveal that both the CISF personnel and passengers contribute to the conflict. As per sources in the CISE, "The public in general bear an animosity to men in uniform, a deep-rooted mindset that gets ingrained over time". On the other hand, it needs to be understood that given the strata of society from which personnel of the CISF are drawn, there is undoubtedly the need to carry out regular reorientation programmes to enable them interact with passengers with a higher degree of elegance. But what should be of greater concern to the government is that such incidents impinge on the international image of the management of the civil aviation industry in India.

It is about time the government reviews and restructures the management of commercial airports in the country. The department responsible for the management of an airport and that for providing security need to be accountable to a single authority for better coordination and control. Without such restructuring, there is a strong possibility that the malaise will persist. **SP**



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