

## OVERVIEW

The total expenditure of the Defence Services during the year 2015-16 was ₹2,43,534 crore. Of this, the Indian Air Force (IAF) spent ₹53,047 crore which was 21.78 per cent of the total expenditure on the Defence Services. The major portion of expenditure of IAF was Capital in nature, constituting 58.81 per cent of their total expenditure.

This Report relates to matters arising from the audit of the financial transactions of IAF and relevant records relating to IAF in the Ministry of Defence (MoD), Defence Accounts Department, Military Engineer Services (MES), Defence Public Sector Undertakings and Defence Research and Development Organisation (DRDO) and its laboratories dedicated primarily to IAF. An amount of ₹21.57 crore was recovered after having been pointed out by Audit. Highlights of findings included in the Report are as under:

### I Induction of Strategic Missile System in 'S' Sector

In view of the threat perception, Government of India approved the induction of Strategic missile in the 'S' sector to provide the necessary deterrence. The missile systems were to be installed at the six designated sites, between 2013 and 2015. But till date none of the missile systems has been installed. The main reason for the delay in installation of the missile systems procured at ₹3,619.25 crore from M/s Bharat Electronics Limited (BEL) was, delay in execution of civil works at the sites.

*(Paragraph 2.1)*

### II Installation of autopilots on Jaguar Aircraft

Against requirement of 108 autopilots projected by IAF in 1997 for 108 Jaguar aircraft only 35 autopilots were procured between 2006 and 2008 through a contract concluded in August 1999. Repeat contract for 95 autopilots could be concluded only by March 2014. Out of 35 autopilots procured earlier, only 18 autopilots could be integrated on the Jaguar aircraft as of March 2017. The integrated autopilots were also functioning sub optimally due to malfunctioning of their vital component i.e. Auto Pilot Electronic Unit (APEU). 30 autopilots received through the repeat contract are yet to be integrated. Thus, the flying

aid capability envisaged by IAF for the Jaguar Aircraft in 1997 remains largely unrealised even after 20 years.

*(Paragraph 2.2)*

### **III Premature procurement of mini Crash Fire Tenders**

IAF procured mini Crash Fire Tenders (CFTs) at a cost of ₹31.34 crore much before completion of infrastructure works at eight Advanced Landing Grounds (ALGs) in Eastern 'C' command. This resulted in under utilization of these CFTs for more than three years since their delivery and only five CFTs were deployed at the respective ALGs in 2016.

*(Paragraph 2.3)*

### **IV Delay in overhaul of aero-engines**

Non-dispatch of contracted quantity of aero-engines abroad for overhaul and life extension during 2013 and 2014 led to non-utilisation of the aero-engines for grounded helicopters. Besides, there was an additional expenditure of ₹3.86 crore due to higher rates of the overhaul in succeeding years

*(Paragraph 2.4)*

### **V Limitation of Recce capability in 'S' Sector**

Reconnaissance (Recce) and Surveillance capability in 'S' sector was affected due to delay in construction of support and maintenance facilities at Air Force Station 'BB'. Besides, there was an additional expenditure of ₹34.40 crore during 2011-16 as Recce missions in 'S' sector had to be undertaken from Air Force Station 'CC'.

*(Paragraph 2.5)*

### **VI Non-functioning of under vehicle scanning systems at Air Force Bases**

Indian Air Force procured 57 under vehicle scanning (UVS) systems during March 2012 to November 2012 at a cost of ₹17.09 crore to strengthen the security at the entry gates of 50 Air Bases. Only 17 UVS systems are functioning as on date.

*(Paragraph 2.6)*

## **VII Serviceability and Maintenance of IL Series Aircraft**

Serviceability of the IL fleet of the Indian Air Force (IAF) was low because of delay in servicing and repair. This was in turn largely attributable to poor availability of spares and delay by IAF in signing maintenance support contract with Original Equipment Manufacturers (OEM). The avionics of IL fleet has not been upgraded, as a result they continued to fly with 1985 vintage avionics. There was delay in carrying out first and second overhaul of IL-76 aircraft which meant that aircraft were flown without overhaul, well past the due date for overhaul. Air to Air refuelling is a crucial capability both during combat as well as peace time operations. IL-78 aircraft are dedicated for this purpose. However, due to inadequate infrastructure and support facilities the Air to Air fuelling capability was hampered.

*(Paragraph 2.7)*

## **VIII Non-operationalisation of 'D' level facility**

Lack of due diligence on part of the Ministry/Indian Air Force in ensuring the availability of transfer of technology (ToT) for re-equipment/avionics (RE) systems of AN-32 aircraft prior to conclusion of the Contract/Addendum for 'D' level facility, resulted in dependency on multiple original equipment manufacturers and accumulation of repairables with serviceability and financial concerns.

*(Paragraph 2.8)*

## **IX Irregular availing of LTC by Officers in Indian Air Force during their private visits to foreign countries**

Officers in Indian Air Force (IAF) were taking approvals from competent authority to proceed abroad on leave on personal grounds. However, though they visited foreign destinations during the sanctioned leave, they were allowed claim for Leave Travel Concession (LTC) for cities in India, which they did not visit. Permissions of LTC for journeys to foreign destination and payments of ₹82.58 lakh by the respective authorities were irregular and in gross violation of provision of LTC contained in Defence Travel Regulations.