

Office of Comptroller and Auditor General of India

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PRESS RELEASE

CAG Report on Union Government, Defence Services (Air Force) laid in Parliament

Report of the Comptroller and Auditor General(C&AG) of India, Union Government, Defence Services (Air Force) (No. 24 of 2017) has been laid in Parliament today. This Report relates to matters arising from the test audit of transactions of IAF, Military Engineer Service, and related records of the Ministry of Defence. An amount of ₹21.57 crore was recovered after having been pointed out by Audit. Highlights of the important findings included in the Audit Report are given below:

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. 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)

III. 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)

IV. 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.

(Paragraph 2.9)

V. 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 refueling 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)
