

PROGRAMME

Wednesday, 08 September 2021

1000 – 1050 hrs	Inaugural Session
1050 – 1115 hrs	Tea / Coffee Break
1115 – 1150 hrs	Session I: Capital Procurements
1150 – 1155 hrs	Break for Changeover
1155 – 1310 hrs	Session II: Panel Discussion on DAP & Positive Indigenisation List – Reality check with reference to the Aviation / Aerospace sector
1310 – 1400 hrs	Lunch Break
1400 – 1535 hrs	Session III: LCA Tejas – Future Roadmap and AMCA / FGFA
1535 – 1600 hrs	Tea Coffee Break
1600 – 1730 hrs	Session IV: Panel Discussion with Captains of the Industry on Accelerating the Growth of Indian Aerospace Industry through Global Best Practices

Thursday, 09 September 2021

1000 – 1040 hrs	Session V: Revenue Expenditure and Purchases
1040 – 1045 hrs	Break for Changeover
1045 – 1205 hrs	Session VI: Panel Discussion on Indian Space Program – A Future Perspective
1205 – 1210 hrs	Break for Changeover
1210 – 1330 hrs	Session VII: Developing Aerospace Clusters and Parks / MRO
1330 – 1335 hrs	Break for Changeover
1335 – 1355 hrs	Valedictory Session

CONTACT



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16th INTERNATIONAL CONFERENCE ON

ENERGISING INDIAN AEROSPACE INDUSTRY: CHALLENGES FOR 'AATMANIRBHAR BHARAT'

08 – 09 September 2021
Air Force Auditorium, Subroto Park, New Delhi (Hybrid Mode)







एयर चीफ मार्शल आर के एस भदौरिया
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1. I am glad to see the efforts and thought put in for the Annual International conference organized in coordination with Society of Indian Defence Manufacturers (SIDM), Confederation of Indian Industry (CII) and Centre for Air Power Studies (CAPS) in its 16th edition.

2. The aviation sector was adversely impacted by the COVID-19 pandemic. During the 2nd wave of the pandemic Air Power was employed on missions to transport medical aid, infrastructure,

equipment both within and Ex-India, reiterating its responsiveness and reach. Air power has simultaneously responded to emergent security challenges and contingencies while fulfilling its commitments to HADR operations and national emergencies. While aerospace power is vital to projection of India's Comprehensive National Power, the aerospace ecosystem is essential for its sustenance.

3. India is now aiming at self-reliance in all spheres and aerospace industry is seen as its engine of growth. While we have succeeded fairly well towards this, there is tremendous scope for further R&D in high technology spares and products. Indian Air Force had seeded the Defence Aerospace Industry and nurtured the production of various aircraft of all generations, LCA Mk1 being the latest induction in the IAF's arsenal. Apart from HTT 40, IAF is committed towards development of AMCA aiming at 6th Gen niche technologies.

4. The contours of this conference resonate with nation's vision of 'Atmanirbhar Bharat'. This conference is a representation of the stakeholders who would answer this clarion call in a resounding manner. The MoD has already demonstrated its intent with the promulgation of positive list which points the industry to the direction where efforts are expected. The corporatization of Ordnance Factory Boards, policies on FDIs, redefining defence procurement and acquisition plans etc. reverberate the vision. IAF has already embarked on this journey achieving approximately 48,000 aviation spares adding 1000 new lines every year. IAF now aims at partnerships to achieve self reliance in high tech spares through our Nodal Technology Centres.

5. The theme of the Conference 'Energising Indian Aerospace Industry: Challenges for Atmanirbhar Bharat' is most appropriate to find solutions to extant issues hindering self reliance goals. I am sure that the professional discussions and talks in this conference would help us identify action points and chart a route for further course.

6. My best wishes to CAPS, SIDM, CII and all the participants for a successful conference.

Jai Hind!

Air Chief Marshal
 Chief of the Air Staff

06 Sep 2021

CONCEPT NOTE

The ripple effects of the Covid 19 pandemic on the global economy, trade relations between world powers, and the subsequent recovery, are all likely to have long term effects on the multibillion-dollar defence industry the world over. The challenges that India faces, in this scenario only exacerbate its woes, as the middle class shrinks, more people get pushed back into poverty and the availability of capital, with dwindling revenue collection puts the Indian government in a precarious position vis-a-vis allocation of money for the defence budget. Optimists however might view it as an opportunity to energise the indigenous aerospace industry to kick start "Aatmanirbharta" in earnest.

The collusive threat of our belligerent neighbours could not have been more real as China flexes its muscles and the region faces the prospect of US Coalition Forces withdrawing from a strife torn Afghanistan. The rapid mobilisation of India's Armed Forces and their continued deployment post Galwan imbroglio, would entail, enhanced expenditure on the revenue budget, leaving less and less for capital procurement. The Indian defence industry, in this scenario has a vital role to play, in not only ensuring that the Armed Forces get what they need, indigenously, but also in churning the wheels of the industry to generate revenue and employment. Currently the total global defence imports stand at \$27 billion in value terms with India being one of the key importers of defence equipment, contributing 10% of the total market during the last decade.

The "Make in India" drive, initiated by the present government to promote Aatmanirbharta, was well intentioned, and has had mixed results. The Indian government has released two import negative lists in the last one year, with the latest on 108 items being released just three months ago. These negative import lists would no doubt provide an impetus to "Aatmanirbhar Bharat" and indigenisation in the defence sector with the active participation of public and private sector. The domestic defence companies are at the cusp of receiving strong order inflows consistently at least till FY 2025, which would lead to strong order backlogs and improved revenue visibility. The question that we need to ask is, is this enough or we need to do more? What "more" that needs to be done especially w.r.t energising the Aerospace industry in India, in terms of policy reviews, resource allocation and regulatory support, is something that should concern us and needs to be debated and discussed. The feedback from the industry would be vital in framing deductions that accrue from such debates.

The Indian Air Force needs state of the art aircraft, radars, weapon systems, MRO facilities etc and indigenisation would be in the best interest of the country. The acquisitions of the IAF are capital intensive and with its commitment to indigenisation, the nation's Air Force is an important cog in the government's drive for increased local procurement. The challenge, therefore, is to leverage existing and future imports with acquisition of technology that is needed by local R & D and manufacturing entities, both public and private. The availability of adequate skilled human resources to undertake this responsibility would also be a challenge which the industry needs to look at and find ways and means of ensuring this.

MSMEs are the drivers of major industry, especially in the defence sector, as they provide niche technology and expertise to the major players. Many are start-ups and joint ventures, and they have their own share of special requirements and needs that the government, and its policies have to cater to. With aviation equipment being capital intensive, the availability of MRO facilities becomes an imperative that can generate substantial revenue and employment. This is applicable to the civil aviation sector too, which presently is witnessing its worst ever crisis globally due to the pandemic. Do we have a major opportunity in this crisis, which can be tapped upon to ensure a steady revenue stream as the civil aviation sector picks up steam once the pandemic begins to subside?

The nation therefore needs to have a holistic look at the aviation sector in the country, both civil and military. Growth is inevitable, and the large requirement of the services, as well as the civil sector needs to be harnessed to enable the decision maker in using its clout with the buyer for technology induction, thereby giving an impetus to the indigenisation effort of the country. The effort shown by some states like Tamil Nadu, Karnataka and UP towards developing defence industry clusters and parks is indeed noteworthy and commendable.

To discuss these issues, that have a vital bearing on the Government's drive to galvanize and incentivise an indigenous defence industry, the Centre for Air Power Studies and Confederation of Indian Industry, in association with the Indian Air Force, are organising the "16th International Conference on Energising Indian Aerospace Industry: Challenges for Aatmanirbhar Bharat." The conference will bring together Government officials, serving Armed Forces officers, captains of industry (both Indian and Foreign), MSMEs, certification agencies, academia and the users to discuss and arrive at action points that could assist policy makers.

