

## India's rationale for developing indigenous regional airliners



NAL Saras small passenger aircraft

**D**uring Aero India 1996, then Prime Minister Deve Gowda made a policy announcement to the assembled cream of international and Indian aerospace visitors that the Government of India had given the task of developing, building and supporting a '50-seat' turboprop airliner and a '100-seat' jet passenger aircraft. 12 years later, there have been some moves, albeit as a new *avatar*, with the present Defence Minister AK Antony initiating a national project to develop a 70-110 seat civilian aircraft for the Indian market.

The Indian sub-continent has over 2500 cities and towns spread evenly across its geographical mass. There are 449 airports / airstrips in India but currently, only 65 of them are being utilised. Many towns and cities remain unconnected owing to limitations in infrastructure. Short take off and landing aspects, capability to land on semi-prepared airstrips can have very high benefits. Given the high cost of fuel and its implication on operating economics (about 35-40% can be attributed to fuel costs in some cases) developing a new aircraft that is fuel efficient as compared with present regional airliners is very promising. Lower weight and lower drag

means higher performance and lower emissions. Capability to carry cargo means additional revenue for an operator.

Meanwhile, initial funding from the Government has enabled NAL to carry out preliminary studies on a 70-seat turboprop (RTA-70), such dynamics including computational fluid dynamics, wind tunnel studies as well as MDO studies. Preliminary studies on sizing, specifications and performance are in progress at the NAL facilities in Bangalore.

### Calendar of Events

#### Day 3, Friday, 13 February 2009 (Entry starts from 0900 hrs)

1000 – 1700 hrs	Structured Aero India B2B meeting – DHRUV Pavilion
1000 – 1700 hrs	Exhibitors' Press Conferences, Press Centre, Hall E, AFSY
1000 – 1200 hrs	Flight Display
1430 – 1630 hrs	Flight Display

#### Day 4, Saturday, 14 February 2009 (Entry starts from 0900 hrs)

1000 – 1700 hrs	Structured Aero India 2009 B2B meeting – DHRUV Pavilion
1000 – 1700 hrs	Exhibitors' Press Conferences, Press Centre, Hall E, AFSY
1000 – 1200	Flight Display
1430 – 1630 hrs	Flight Display

#### Day 5, Sunday, 15 February 2009 (Entry starts from 0900 hrs)

1000 – 1700 hrs	Structured Aero India 2009 B2B meeting – DHRUV Pavilion
1000 – 1700hrs	Exhibitors' Press Conferences, Press Centre, Hall E, AFSY
1000 – 1200 hrs	Flight Display
1430 – 1630 hrs	Flight Display