

21. Shri Chandrajeet Yadava.
22. Shri Tridib Gumar Chau-
dhuri.
23. Shri N. Shivapaa.
24. Shri O. P. Tyagi.
25. Shri Morarji R. Desai, and

13 from Rajya Sabha;

that in order to constitute a sitting of the Joint Committee the quorum shall be one-third of the total number of members of the Joint Committee;

that the Committee shall make a report to this House by the 9th August, 1968;

that in order respects the Rules of Procedure of this House relating to Parliamentary Committees shall apply with such variations and modifications as the Speaker may make; and

that this House recommends to Rajya Sabha that Rajya Sabha do join the said Joint Committee and communicate to this House the names of 13 members to be appointed by Rajya Sabha to the Joint Committee."

The motion was adopted.

17.34 hrs.

HALF-AN-HOUR DISCUSSION OVER-FLYING OF PAKISTAN JETS ON INDIAN TERRITORY

SHRIMATI TARKESHWARI SINHA (Barh): Sir, I had raised this discussion on the answer to starred question No. 65 taken up on the 24th July 1968 regarding the over-flight of Pakistani jets over the Indian territory. This question came at the end of the Question Hour and therefore, we could not get any clarification from the hon. Minister. But I was surprised when the hon. Minister replied that the first flight of Pakistani jets took place in May. On May 9th the Defence Minister said in the Rajya Sabha in answer to a question that Pakistani's re-

quest for blanket permission was under consideration. Unfortunately, he did not reveal this fact that the flights were already taking place because my information is that the first flight took place not in May but in March. I would like to have a clarification from the hon. Minister as to why this statement was made and what is really the correct position.

I have also this information that this airport, Bakshi Ka-Talao, is not a civilian but a military airport and these plans are landing not at Amausi near Lucknow, but at Bakshi-Ka-Talao. The hon. Minister that day replied that these aircraft land at the civilian airport. But I do not know why a precaution which is normally taken for the military aircraft, that they should not be allowed to fly on the civil lane, in the air, was not observed in this case. I would expect the hon. Minister to reply to this question as to why the precaution about overflights of military aircraft not to permit them to fly on the civil lane was not taken in this case.

There is another request that is pending with the Government of India. The hon. Minister that day, in answer to a question, replied that this is on a reciprocal basis. But I would like to know from the hon. Minister as to what happened to our courier plane which went to England for some spares and they were not allowed to touch Karachi. If this is reciprocity on the basis of the Tashkent agreement, I do not know what kind of reciprocity we observe in this country. It was not even a military plane; it was a courier plane going to England for some spares and I understand that this plane was not allowed to land in Karachi. I would like to have this information from the hon. Minister whether this was a fact or not.

On about this generosity when once it was permitted, the Parliament and the country should have been

[Shrimati Tarkeshwari Sinha]

taken into confidence We do know that there are certain international obligations for the air-flights, but whether these flights come under the international obligations of international flights or not, we would like to get a satisfactory answer from the hon. Minister. Moreover, the question is, why these planes are going and coming to Sargodha; why these flights are being made from East to West Pakistan. There is generally an argument made perhaps by Pakistan Government, which the Government of India has very easily accepted, that they are going for repairs but does it not indicate that once these planes are allowed to go to Bengal, East Pakistan, they will be so near to all the vulnerable territories of this country? They would be near to Siliguri, near to Assam and they would certainly be near to Calcutta. When we allowed the permission, did we take this into consideration, that certain strategic areas should not be brought under these permissible limits? The permissiveness and generosity of the Government of India should not carry us to the extent that our own territory becomes vulnerable. I next come to another very serious point. I would like to have information on this point from the hon. Minister.

What I have mentioned now is about permitted flights. But I understand from reliable authority that Pakistan is staging unpermitted flights also. I would like the minister to enlighten the House whether it is a fact that three unidentified planes coming from Pakistan have been having regular reconnaissance flights over India and landing back at Sargodha. Our radar system has been spotting these flights and yet we have not been able to do anything in this matter because I am told that these are RB 57 Spy planes flying at a height of 60,000 feet and we have nothing by which we can shoot them down even if they make flights into our territory. The minister should

clarify whether this is true or not, and if true, for how long these reconnaissance planes have been flying over our territory. I understand that out of these three planes; one has crashed only recently. I would like to know whether it is a fact or not. I would also like to know whether our missiles are not in a position to work up to that height and that is why this kind of thing—air trespassing and spying—is being permitted.

There is another point on which I want clarification. I understand that China has created an air corridor on the Pamir mountain range and Chinese planes are flying from Sinkiang to Pakistan over Kashmir violating our air space. This is a new air route that has been opened by China with Pakistani collusion for their benefit. I understand that we know these things, but we are quite helpless in checking them. I would like to know from the minister whether this is correct or not. If this is correct, the minister should satisfy the House as to why this has been allowed. An Aksai Chin on the land already exists. Are we to understand that an Aksai Chin on the air has also been created and that the Government cannot do anything in this matter and is helpless?

I would like the minister to clarify all these points to the House so that this kind of anxiety may not remain in this country.

17.44 hrs.

[MR. SPEAKER in the Chair]

श्री मृत्यु जय प्रसाद (महाराजगंज) :
अध्यक्ष महोदय, जैसा कि श्रीमती तारकेश्वरी सिन्हा ने कहा है, मुझे यह खबर है कि यह प्लेन अमोसी में नहीं, बल्कि का तासाब पर उतरा था। यह खबर बहुत विश्वस्त सूत्र से आई है। यह भी मालूम हुआ है कि न सिर्फ सरगोधा से बल्कि पेशावर से एक बहुत बड़ा

प्लान आया था। उस दिन यहां जवाब में कहा गया कि छोटे प्लेन रिपेयर्ज या सर्विसिंग के लिए आये थे। उन के अलावा एक बहुत बड़ा प्लेन पेशावर से आया था, यह नहीं कहा गया। तीसरी बात यह है कि लखनऊ के आसपास हमारे क्या मिलिटरी इन्फाले-शन्स हैं, यह मैं नहीं जानता और न ही यह पूछने का मौका है। लेकिन जब उन का प्लेन वहां आ कर उतरा, तो उतरने के वक़्त दो चार मील इधर-उधर घूमने में उस को दिक्कत नहीं थी। वे लोग चाहे जिस चीज़ की तस्वीर ले सकते थे। प्रश्न यह है कि इस बात को रोकने के लिए कोई उपाय किया गया था या नहीं। इस के अलावा यह भी कहा जाता है कि वह प्लेन क्या क्या सामान लाया, इस की जांच-पड़ताल हुई और उस सामान की सूची बनी। मगर हमारे आफ़िसर पाकिस्तानी प्लेन के लोगों के साथ चाय-पानी म फ़ैटरनाइज़ेशन, बन्धुत्व, दिखलाने लगे। पाकिस्तानी प्लेन के लोगों ने सामान के बारे में जो कुछ कहा, हमारे आफ़िसर ने वह सब मान लिया। कोई देखने नहीं गया कि वे क्या लाए थे और उन लोगों के साथ लखनऊ या हिन्दुस्तान के और कोई आदमी मिले या नहीं। ये सब गति चिन्ता का विषय है।

SHRI TENNETI VISWANATHAM (Visakapatam): It has been said that they were allowed to go by special request. We were not told that day when the question was taken up as to when the request was made and when it was granted. Apart from the technical question whether they could come except by special agreement or request, I want to know whether it is wise in these days to grant such a request at all. The other questions have been asked by other Members and I would like the hon. Minister to tell us when the request was made, how many times the every aircraft went, how many times they have gone back, whether they are doing it regularly and whether any other requests are still pending.

SHRI BAL RAJ MADHOK (South Delhi): Pakistan is hostile country and it has never made any secret of its evil intentions about this country. It has been feverishly building up its air power with the help of all kinds of countries, friendly or inimical to our country. During the war of 1965 all flights of Pakistani planes over our territory, both civilian and military, were stopped. After that efforts were made by Pakistan to see that civil flights were allowed and we allowed them, but military flights remain suspended. Normally no military flights take place between different countries without permission.

The situation and relations between our two countries are getting more and more strained for the last few months and the Russian decision to arm Pakistan has further added to the bellicosity of Pakistan. The preparation that they are making for trouble on the eastern and western regions of our country are well known. The Pakistani leaders have never made a secret of their plans to get some kind of a corridor through India to link their eastern and western wings. The air corridor may be the first stage to achieve that end.

We are told that there are rules that even when we allow civil aircraft to fly over our territory any kind of photography is prohibited. Where then is a guarantee that when a military aircraft of an enemy country overflies our country, it does not take photographs of our airports and other strategic positions? In these circumstances I want to know whether the Government considered all these aspects when it gave permission to Pakistani military aircraft to overfly India and to land at Lucknow; whether it is a fact that the pilots and other crew of the Pakistani aircraft, which landed at Bakshi-ka-Talab in Lucknow, were allowed to go to the city and move about; whether it is

[Shri Bal Raj Madhok]

also a fact that these personnel collected all kinds of information from other sources as well; and whether it is a fact that even in the matter of our civil aircraft Pakistan had been putting all kinds of restrictions whenever any special permission has been asked of them. In view of this, may I know whether the Minister will give a categorical assurance that no such appeasement or unilateral generosity or weakness towards Pakistan will be shown in future?

MR. SPEAKER: The hon. Minister.

SHRI SAMAR GUHA (Contai): May I make a submission?

MR. SPEAKER: It is not you alone. Mr. Kanwar Lal Gupta wants it; Mr. Sharma wants. It is dangerous to go out a little. There will be no end to it then.

SHRI SAMAR GUHA: It was my question: It was on my request you accepted it.

MR. SPEAKER: There is no monopoly of questions. Anybody can have half-an-hour discussion on any question. If I allow you, Mr. Kanwar Gupta will get up and others will get up. If I go out a little, I am caught in trouble. Will you kindly sit down now? The hon. Minister.

SHRI RANDHIR SINGH (Rohtak): We gave the names.

MR. SPEAKER: Only four names will come. The lots are drawn.

SHRI RANDHIR SINGH: My name never comes.

MR. SPEAKER: That I cannot help. You consult some astrologer or somebody. I cannot help it. The lots are drawn. If your name does not come, I cannot help it.

SHRI RANDHIR SINGH: It never comes.

MR. SPEAKER: Will you kindly sit down?

श्री रणधीर सिंह : आप नाराज क्यों हो जाया करने हैं ? यह कौन सा तरीका है ? हथ कोई स्कूल के बच्चे हैं ? यह हम बर्दास्त नहीं करेंगे ?

MR. SPEAKER: Please sit down now.

श्री रणधीर सिंह : यह कोई तरीका नहीं है। मैं नहीं बैठूंगा। हम स्कूल के बच्चे नहीं हैं, आप के स्टूडेंट नहीं हैं।

MR. SPEAKER: You cannot raise like this when ever you choose.

SHRI RANDHIR SINGH: I cannot be treated like this. I protest against this. Please never repeat this.

MR. SPEAKER: Don't disturb the work of the House. The hon. Minister.

SHRI RANDHIR SINGH: All right. I cannot tolerate this.

Shri Randhir Singh then left the House.

MR. SPEAKER: It does not matter, whether he tolerates or not. The hon. Minister.

SHRI RANJIT SINGH (Khalidabad): On that day, my name was second on the list. But I was the first man to table the notice.

MR. SPEAKER: If too many of you get up like this, I will have to adjourn the House. I will adjourn the House and go. You know the procedure. The lots are drawn. If 20 persons give their names, the lots are drawn. Only four names will come. Which four names will come, I do not know. If there is any doubt, you can go and see when the lots are drawn. I do not draw the lots. How am I responsible for this? Somebody draws the lots in office—I do not know who. Supposing I go out of these four names, how can I choose between the Members here.

SHRI RANJIT SINGH: I place my lot in your hands.

MR. SPEAKER: I know you are a good Member. But still if I allow you, I have to call back Shri Randhir Singh also. Then, there is Shri Samar Guha, Shri Kanwar Lal Gupta and others. Then, I get into trouble. Once and for all, I say, the half-an-hour discussion is not in my hands. We have all agreed that four names will be drawn. The four names are called. I do not know which four names come. I do not draw the lots. Please don't ask everyday, "I have given my name. What happens to that?". Am I to answer that? Is it a Question Hour for the Speaker? Four names are drawn. If your name does not come, how am I responsible? I do not know whether it is bad luck or something else.

SHRI SAMAR GUHA: Half a minute. Just on a point of information.

MR. SPEAKER: I know I cannot say anything to you. All my shouting is of no use. I have called the Minister.

SHRI SAMAR GUHA: On the last occasion, during the half-an-hour discussion on the Farakka Barrage, this rule was not observed.

MR. SPEAKER: That is where we get into trouble. If you go out a little, there is no end to it. I should not discriminate between a Member of the Congress Party and a Member of the P.S.P. Party or anybody else. It should be uniform. The Chair is for both the sides of the House. There should be no differentiation like that. The hon. Minister.

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH): Mr. Speaker, Sir, most of the doubts that have arisen in the minds of the hon. Members have arisen because this Question was reached at a rather late stage of the Question Hour and there was no time for supplementaries and clarifications. Otherwise, most of these points could have been easily clarified even on that day itself. The other

thing that I want to urge is that there is no question of either generosity or appeasement or unilateral action, as has been suggested by some hon. Members. I would like to say straightway that this is done strictly on a reciprocal basis. We give facilities to Pakistan exactly on a reciprocal basis and we expect Pakistan to give, and Pakistan has been giving reciprocal facilities for transit of Indian air force planes whenever we have asked for it . . . (Interruption).

AN HON. MEMBER: Any instances?

SHRI SWARAN SINGH: There are a number of instances . . .

SHRI KANWAR LAL GUPTA: Re-fuelling also?

SHRI SWARAN SINGH: Of course, this is the normal practice—refuelling also.

The third thing which I wanted to say, and this point should be clearly understood, is that there is no international obligation as such for the transit of military planes over any country. So far as transit of military planes is concerned, there has to be an agreement with the country over which it flies, and no over-flight of a military plane so far as planes belonging to another country are concerned, can take place unless that country permits that flight.

Now about re-fuelling also I would like to clarify because there appears to be some confusion. Our military aircraft have landed at Karachi and at Lahore and whenever they have landed, the refuelling facility has been made available. It is not generosity; we have to pay for the fuel that we purchase in foreign exchange and for the fuel that we supply they pay in foreign exchange to us. So, these are the normal reciprocal facilities which are provided by each country. This is the general broad framework.

Having said this, I will answer certain specific questions, which have been put. I will confine myself, without arguing, to answering those specific questions.

[Shri Swaran Singh]

My hon. friend, Shrimati Tarkeswari Sinha's first question was this: some reply was given in the Rajya Sabha about blanket permission request being under consideration. That is correct because blanket permission was asked for, not for the fighter or F-86 or jet aircraft but for the courier service that is flown between East and West Pakistan. At that time it was under consideration. So, there was no contradiction between specific request being granted and blanket request being under consideration; the two were not similar.

The second question that has been asked is whether it landed at Bakshikha-Talab or at Amousi airfield. These jets about which permission had been granted, landed not at Bakshikha-Talab but at Amousi airfield in Lucknow.

The third question that has been asked is why was a civil lane allowed to be used. In fact, this is the right of the country over which any foreign military planes fly to lay down the route, and in this particular case, we had laid down a particular route that had to be followed by them and no departure was to be permitted on any account. These lanes are always laid down after taking into consideration the existence of any sensitive installations and these rules are determined by the country over which it flies after taking into consideration all aspects. In this particular case, these Pakistani airforce planes flew over the route which had been determined by us; they were watched all the time and there was no departure from the route which had been prescribed by us.

Another point that was said was that our courier planes were not allowed to land in Karachi whereas we permitted even their jet planes. I am afraid, that information is not correct. Our airforce planes have been landing in Karachi, particularly the courier planes that go to Europe quite often; then a number of our airforce planes

go to the Soviet Union from India and they stage normally at Lahore both on way-out and on way-back. In fact, this is what is insisted by all countries. That is, normally we do not permit an over-flight without landing. It is always in the interest of the country over which it flies that the plane is not permitted to overfly without landing. We expect their planes to land here so that we broadly know what are the types of planes and where they are going. Similarly, Pakistan always insists that our planes flying over their territory land either at Lahore or at Karachi. As I indicated earlier, refuelling is the normal facility granted by either country. So the question which was put down by the hon. Member is not based on correct information.

18 hrs.

SHRIMATI TARKESHWARI SINHA: I referred to one of our courier planes which was going to England being denied that facility.

SHRI SWARAN SINGH: Our planes going to England or Europe, the courier planes, the Super Constellations, land at Karachi. There is no difficulty in connection with that facility.

Then the question was asked: why are they going to Sargodha or Peshawar? Once they pass through our territory, whether they want to go to Sargodha or Peshawar or wherever they want to go, we cannot control. We can pre-determine the route over which they can fly in our territory. We can also lay down several conditions, and several conditions have been laid down on a reciprocal basis; for instance, no arms can be carried, no ammunition can be carried, no persons can be carried who can be offloaded, no photography is permitted, no cameras are to be carried and so on.

SHRI NARAIN SWARUP SHARMA (Domariagan): Can we check all that?

SHRI SWARAN SINGH: We can. That is the object of making them land. There is no using carrying on this running commentary. This is always done. That is done to our planes and also to their planes. That is exactly on a reciprocal basis.

SHRI SAMAR GUHA: What was the exact date of the flight?

SHRI SWARAN SINGH: That I will give.

The other question was whether Pakistan had been indulging in flying spy planes. All I can say is that that information is not correct. We have got arrangements. If there are any spy planes flying over our territory, we can bring them down.

AN HON. MEMBER: Have they got U-2?

SHRIMATI TARKESHWARI SINHA: I Myself said that they are being noticed by our radar.

SHRI KARTIK ORAON (Lohardanga): How can he stop aerial photography?

AN HON. MEMBER: Can he bring down such a plan?

SHRI SWARAN SINGH: We are not holding a class on the technical side of photography! 'how it is taken'. To those who are interested, I can give the information later.

Another question was asked, as to whether Indian territory is being used by Chinese planes, overflying our territory. That information is not correct. No Indian territory which is in our control is being used for that purpose. I cannot say anything about the territory over which we have no control. In regard to the territory which is not in our control, as the land is used, the air space may also be used. So it will not be realistic for us to expect that the air space over that Indian territory which is now under Chinese control is under our control. It is not realistic for us to think on

those lines. I think I have answered all the questions asked by Shrimati Tarkeshwari Sinha.

Some other questions were asked by my colleague from Bihar. As regards the question about Bakshi-ka-talab, I have already answered. Then it was said there was another big plane that accompanied the other aircraft. It is a fact because it is a normal thing that when fighter aircraft are taken, there are the crew who are carried in a transport plane. That facility is asked for and given. The transport plane carries the repair crew and also certain essential spares and the like. That is the normal precaution taken by all countries. There is nothing unusual in that.

Then it was asked whether they were roaming about three or four miles this side or that and whether they might have taken photographs. For one thing, these were pre-determined routes, and when these are pre-determined, this factor is also taken into consideration as to what can be the circle or circuit over which the planes can go round. The pre-determined route is always determined taking into consideration the possibility of a circuit at the time of landing or taking off, and nothing vital comes within that circuit. So, there is no risk involved in that.

Then, it has been asked when the request was made and when it was granted. I cannot give the actual dates, but they had made a request may be about a couple of weeks before the actual flight, and this was considered in Air Headquarters and in the Ministry, and ultimately the request was granted.

SHRI SAMAR GUHA: The date is very important.

SHRI SWARAN SINGH: Must me. [presume you will not ask a question unless it is important.

SHRI SAMAR GUHA: Because you made a statement in the Rajya Sabha on 9th May and you said that the

[Shri Samar Guha]

flight took place in May. If you had that information, how could you mislead the member of the Rajya Sabha who put this question to you?

SHRI SWARAN SINGH: I think the hon. member was not quite attentive when I attempted to answer that. What was pointed out to me was that there I had said that a request for blanket clearance of courier planes was under consideration, which is a fact. Just as we get a blanket clearance for our courier planes, they also ask saying that these will be the dates.

SHRI SAMAR GUHA: I am sorry the question was this. It was not a courier plane, it was a military plane.

SHRI SWARAN SINGH: I hope I am not on a memory test. If I have slipped, I can always correct it, there is no difficulty.

The point is, there is a distinction between a blanket clearance and clearance of certain aircraft for which a specific request is made, and I will have to check up, because I cannot be confronted in this manner with earlier statements which have been mentioned.

The basic thing is: is it wise, as has been posed by Mr. Viswanathan and Mr. Madhok? I have taken all these things into consideration, and this permission was not granted casually. All the pros and cons were weighed at the time of granting this permission. When we are not actually fighting, there is no point in keeping up the tension unnecessarily, and if there are facilities which can be utilised by either country without detriment to its security, we should not say "no" merely

because ultimately there is a chance of a conflict. When fight comes, it comes, and it should be fought bravely, but there is no use indulging in pinpricks which do not lead us anywhere, but unnecessarily keep up the tension. There is no question of generosity or appeasement, but merely to have some satisfaction that we are causing some irritation to the other side, we should not indulge in perpetuating certain irritants which can easily be got out of the way. That should be the approach with regard to any neighbouring country.

As has been often said, there are no permanent enemies, there are no permanent friends. Let us not try to view these things except in the proper perspective. Certainly here, there is reciprocity because we get facilities for our Air Force planes when they transit through Pakistan territory. I may tell you that this is not merely on paper, because we have to undertake a number of flights because we have to go to the Soviet Union on a number of occasions, we have also got to go to European countries and United Kingdom. We can avoid the use of Pakistan territory, but if we can use it, then it is something to which we should not say "no".

So, all this is done on a perfectly reciprocal basis. There is no question of either appeasement or generosity or one-sided action.

18.10 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday July, 30, 1968 (Savana 8, 1890 (Saka).