

of Rs 11 3 lakhs to make it suitable for operation by heavier type of aircraft like the Fokker. This work is nearing completion. A terminal building with adequate passenger facilities is already available. There is no other proposal for expansion of the aerodrome.

**CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IMPORTANCE RE. FACILITIES PROVIDED TO THE GARUDA AIRWAYS TO OPERATE SERVICES THROUGH INDIA**

SHRIMATI LALITHA RAJAGOPALAN (Madras) Sir may I call the attention of the Minister of Transport to the facilities provided to the Garuda Airways to operate services through India in the context of Indonesia's attitude towards India?

THE MINISTER OF TRANSPORT (SHRI RAJ BAHADUR) Sir Air-India have been operating air services to and through Jakarta since January, 1958. There is no bilateral Air Services Agreement between the two countries and these services are governed by the Temporary Authorisations issued by the Indonesian authorities from time to time. The Garuda Indonesian Airways started their operations through India from 29th March 1965. In February 1965 inter-Governmental discussions were held in New Delhi to finalise the question of Traffic rights for Garuda Indonesian Airways in India as also for Air-India's traffic rights in Indonesia. On the basis of the decisions reached during these discussions, a Temporary Authorisation was issued to Garuda Indonesian Airways to operate two Services per week through Bombay on the following routes

- (i) J a k a r t a-Bangkok-Bombay-Cairo-Rome-Paris-Amsterdam
- (ii) Jakarta-Phnom Penh-Bombay-Cairo-Rome (Technical Halt)-Prague-Frankfurt-Amsterdam

Air-India have been operating one terminating service to Jakarta on the route Bombay-Madras-Singapore-Jakarta and also overfly Indonesian territory on another weekly service Bombay-Sydney/Nandi.

At present Air-India are acting as General Sales Agents of Garuda Indonesian Airways in India and Ceylon. Under this standard Agreement, Air-India are required to perform certain services, such as, promotion of sales of passengers' mail, cargo transportation on Garuda's services, handling administration reservations of passengers and cargo transportation in India and Ceylon. For such services, Air-India receive overriding commission not exceeding 3 per cent on passenger sales and 2 1/2 per cent on cargo sales in General Sales Agency areas on Air-India documents. Similarly, on reciprocal basis Air-India has appointed Garuda Indonesian Airways as their General Sales Agents in Indonesia.

Air-India and Garuda Indonesian Airways are handling Agents of each other in India and Indonesia respectively. Handling Agreement provides for (1) Ramp handling including aircraft handling security fire fighting, towing etc. (2) traffic handling including communications essentially about aircraft movements, (3) traffic facilities at town terminals; (4) freight and mail handling facilities, (5) provision of surface transport, (6) disbursement of charges for accommodation transport, catering etc. Standard rates as laid down by the International Air Transport Association from time to time apply to the services rendered. Engineering services in the form of loan of equipment are also rendered at Prague.

In view of the present posture of Indonesia towards India, Air-India suspended their weekly service to Jakarta on 10th September, 1965. On account of a mob attack on Air-India's local office in Jakarta on 13th September the staff of Air-India refused to handle Garudas' flights at Bombay. In

[Shri Raj Bahadur.]

view of this it was felt that we should ask Garuda Airways not to operate their services through India but the Indonesian authorities informed Air-India that they had themselves decided not to do so. In the meantime, however, their service came to India on the 14th September. The Indonesian authorities and the Garuda Indonesian Airways were informed on 15th September, 1965 telegraphically that their return service from Amsterdam on 16th September and their subsequent scheduled services in either direction should not land in India till further notice. However they could overfly India by the prescribed route. Accordingly, their service on the return journey has over-flown India.

SHRIMATI LALITHA (RAJA-GOPALAN): Mr. Chairman, I just want to put to the hon. Minister only three questions. Firstly, the Indonesian Government have changed its attitude towards the Indian Government since the formation of Malaysia and the Government of India's acceptance of the same. And in the present Indo-Pakistan conflict Indonesia is openly supporting Pakistan and also reveals its pro-Peking leanings. With this as background, will the hon'ble Minister of Transport state why the national carrier of Indonesia was given facilities even to the extent of puzzling our civil aviation authorities when our Air India office was asked by the Indonesian authorities to suspend their services for a period of two weeks? Secondly...

MR. CHAIRMAN: Would you like to deal with question after question?

SHRI RAJ BAHADUR: Yes, Sir, one by one. We are aware of the postures that Indonesia has assumed towards India and consequently we have already taken steps to stop the Garuda Indonesian Air Service. I think the only thing that they can do now is to overfly India. As we can overfly Indonesia in order to go to Australia and Nandi similarly they can overfly India. There is no other facility given.

SHRIMATI LALITHA (RAJA-GOPALAN): Secondly, has the Indian Embassy at Jakarta assessed the damages of our Air India office and, if so, what are the details?

SHRI RAJ BAHADUR: We have not yet got the report as such, but considerable damage has been done.

SHRIMATI LALITHA (RAJA-GOPALAN): Thirdly, has the Minister for Civil Aviation of Indonesia been asked for an explanation regarding the incident by the Government of India, and if any explanation has been given by them, will the hon. Minister enlighten the House with the same?

SHRI RAJ BAHADUR: These matters are being handled by the Minister of External Affairs who, I think, also made a statement the other day in the House on this matter.

SHRI M. P. BHARGAVA (Uttar Pradesh): May I know, Sir, whether the Government of India have received any report from the Air-India office located in Jakarta and whether there are any offices of Garuda Airways in India?

SHRI RAJ BAHADUR: Sir, the reports are received by the External Affairs Ministry. I am not quite aware whether the headquarters of Air-India received any direct report.

SHRI M. P. BHARGAVA: What I wanted to know is whether the Air-India office at Jakarta have sent any report to the Air-India, New Delhi?

SHRI RAJ BAHADUR: I am not quite sure whether they have done it.

SHRI GURUDEV GUPTA (Madhya Pradesh): May I know, Sir, from the hon. Minister if it is necessary for us to overfly Indonesia and also vice-versa namely, for the Garuda Airways to overfly our country?

SHRI RAJ BAHADUR: It is a commercial service and we have to fly to Australia.

SHRIMATI TARA RAMCHANDRA SATHE (Maharashtra): May I know, Sir, if it is a fact that the Indonesian authorities did not allow the evacuees, especially women, to carry their personal baggage to India?

SHRI RAJ BAHADUR: It comes within the province of the External Affairs Ministry.

SHRI BIREN ROY (West Bengal): Sir, the Minister has already stated the reason why we have to fly over Indonesia to Australia. Why do we have to fly over Indonesia? We can bypass Indonesia and fly to Australia. There is nothing wrong in that and we can ask the Garuda Airlines not to overfly India. Can we allow Pakistan to fly over us to go to the other side? I cannot understand the Civil Aviation Minister on this point?

MR. CHAIRMAN: He made a statement of fact that we fly over their country.

SHRI BIREN ROY: He gave the reason why we allow them to overfly. That is not the reason. That is what I am telling. Just because we have to fly to Australia, we need not overfly Indonesia to Australia.

SHRI RAJ BAHADUR: I do not want to minimise the importance of the question put. We should try to bypass Indonesia if we can. But it is a commercial service and so long as we are able to take the shortest distance between two points and there is no obstruction in that, we think we should fly on that particular line, the well-known route. Even bypassing Indonesia may not be entirely safe otherwise.

SHRI MULKA GOVINDA REDDY (Mysore): In view of the fact that Indonesia has banned Air-India flights indefinitely, may I know whether the Government of India have served similar notice on the Garuda Airways banning their flights in India?

SHRI RAJ BAHADUR: It is absolutely reciprocal.

SHRI BIREN ROY: Sir. . .

MR. CHAIRMAN: I know you can put half a dozen questions. Always select your most important question first.

SHRI LOKANATH MISRA (Orissa): May I know if the Minister has any information that the Indonesian Government has decided to nationalise all properties belonging to Indian nationals?

SHRI A. B. VAJPAYEE (Uttar Pradesh): How can he reply?

SHRI LOKANATH MISRA: Is the Air-India property affected because of such a decision?

SHRI RAJ BAHADUR: I think this comes within the province of the External Affairs Ministry.

SHRI A. D. MANI (Madhya Pradesh): May I ask—I hope he will not say that the matter is in the hands of the External Affairs Ministry—whether at least this precaution has been taken that a route has been prescribed for the Garuda Airways to fly over India and the height at which they can fly so that at least these planes may not be used for reconnaissance purposes over our vital parts?

SHRI RAJ BAHADUR: The route has been prescribed. That route is very well known to the Garuda Airways and they have to fly only on that—and the height also.

SHRI B. K. P. SINHA (Bihar): There are already reports in some papers that Indonesian Government has given notice to the Government of India that they will not permit overflight by Air-India planes over Indonesia. Is there any truth in that and, if there is, would the Government take reciprocal action in the matter?

**SHRI RAJ BAHADUR:** I have myself read a report or statement attributed to the Minister for Civil Aviation of Indonesia in which he has said something like that, that they might prohibit the overflight of our aircrafts in Indonesia. In case they take that particular step, we shall definitely reciprocate it.

**SHRI I. K. GULJRAL (Delhi):** May I ask the Minister if he has sensed the feeling of the House that we are not only there to reciprocate but that it is in our interest that we stop their overflight in India and hope he would take steps to see that the overflight of our planes also stops and that we circumvent Indonesia?

**SHRI RAJ BAHADUR:** We have stopped their flight to our airports. The only question is of overflying our territory. I can assure the House that the necessary initiative, as and when required, will not be wanting.

**SHRI M. GOVINDA REDDY (Mysore):** We are training Indonesian pilots in India. May I know whether the Government, in view of the Indonesian attitude now, will reconsider their attitude in this matter and also there are some Indonesian planes in India and how that we have the news that the Indian property is being expropriated in Jakarta, would the Government think of expropriating these planes?

**SHRI RAJ BAHADUR:** I am not aware whether we have any Indonesian planes. I will have to check up. About training pilots, now all those facilities which we had given in the past will automatically stop.

**SHRI GOPIKRISHNA VIJAIVAR-GIYA (Madhya Pradesh):** Why should we not stop the overflight by Pakistani planes?

**SHRI RAJ BAHADUR:** That has been done.

# REFERENCE TO THE ALLEGED SHOOTING DOWN OF THE PLANE CARRYING THE GUJARAT CHIEF MINISTER.

**श्री अटल बिहारी वाजपेयी (उत्तर प्रदेश)** सभापति जी, मैंने श्री मेरे मित्र श्री ए० डी० मणि ने एक नोटिस दिया है मंत्री महोदय का ध्यान दिलाने के लिये कि जिन परिस्थितियों में श्री बलवत राय मेहता जी की मृत्यु हुई उससे हम लोग बड़े चिंतित हैं। पहले ऐसा ख्याल था कि उनका हवाई जहाज टकरा गया और वे दुर्घटना में डम संसार से उठ गए। लेकिन अभी पी० टी० आई० की खबर है कि उनके जहाज के ऊपर किसी ऐसे जहाज ने निशाना लगाया था जिसको पहचाना नहीं जा सका है। मैं समझता हूँ कि वह जहाज पाकिस्तान के अलावा और किसी देश का नहीं हो सकता, फिर भी मैं चाहूँगा कि मंत्री महोदय इन बातों के तथ्यों को इकट्ठा करके जानकारी प्राप्त करें और जाँच करें कि वह दुर्घटना कैसे हुई, पाकिस्तान का जहाज वहाँ तक कैसे आया और श्री बलवत राय मेहता के जहाज की रक्षा के लिये कोई कदम क्यों नहीं उठाए गए। क्या उन्होंने अपने जने की सूचना दी थी हमारी सेनाओं को, हमारे मुख्यालयों को, और कौन से कदम उठाए गए थे? वह दुर्घटना कैसे घटी इसके बारे में पूरी जाँच होनी चाहिये और तथ्य सदन के सामने रखने चाहिये। हम सब उनकी मृत्यु से बड़े दुःखी हैं मगर हम चाहते हैं कि उनकी मृत्यु पर किसी रहस्य का पर्दा न पड़ा रहे।

**SHRI A. D. MANI (Madhya Pradesh):** May I ask the Minister to give us information about the conditions which are imposed on flying in all these forward and strategic areas? Generally in Europe during the last World War whenever a V.I.P. wanted to travel on a civil plane, he was given a fighter escort. May I know whether any arrangement was made for providing fighter escort for Mr. Balwantray Mehta and secondly, may I know whether in view of what has happened, the Government would