

थोड़ी डेफिशियेंसी थी लेकिन अब तो कोई डेफिशियेंसी नहीं है। ५० हजार राइफल्स इसे मिल गई हैं और दिल्ली में कल या परसों ही १५०० राइफल्स आई हैं।

VIOLATION OF INDIAN AIR SPACE BY
PAKISTAN AND CHINA

{ SHRI SITARAM JAIPURIA†:
*152. { SHRI A. B. VAJPAYEE:
{ SHRI R. S. KHANDEKAR:

Will the Minister of DEFENCE be pleased to state:

(a) how many times the Indian air space was violated by Pakistan and

China during the last three months; and

(b) what are the details of these violations and what action Government have taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI D. R. CHAVAN): (a) According to the information available to Government to-date, since 26th August, 1963, there have been seven violations of Indian air space by Pakistani aircraft and none by Chinese aircraft.

(b) A statement is laid on the Table of the House.

STATEMENT

Details of violations of Indian air space by Pakistani aircraft since 26th August 1963 and action taken by Government.

Date of Violation	Time of Violation	Details of Violation	Action taken by Government
1. 21st September 1963	1138 hrs.	One double-engined Dakota aircraft from Pakistan penetrated into Indian territory at Kalamchoura in Sonamura Sub-division of Tripura. The aircraft was seen flying at an altitude of 300/400 feet. After flying over Indian territory for about six minutes, it returned to Pakistan.	A protest was lodged with the Government of Pakistan on 8th October 1963 and their reply is awaited.
2. 23rd September 1963	1303 hrs.	An unidentified aircraft from Pakistan was seen flying from North to South over Agartala Airport in Tripura, at a height of about 2,000 feet and at a speed of approximately eight miles per hour.	A protest was lodged with the Government of Pakistan on 8th October 1963 and their reply is awaited.
3. 1st October 1963	1200 hrs.	An unidentified aircraft from Pakistan violated Indian air space over Fulkumari Forests in Tripura. The aircraft was seen flying through Gilmara Village in the Sonamura Sub-Division (Tripura) before returning to East Pakistan.	A protest was lodged with the Government of Pakistan on 11th October 1963 and their reply is awaited.

†The question was actually asked on the floor of the House by Shri Sitaram Jaipuria.

Date of Violation	Time of Violation	Details of Violation	Action taken by Government
4. 10th October 1963	1230 hrs.	Two unidentified aircraft from Pakistan were seen flying (one followed by another at an interval of about five minutes) over Ekinpur of Belonia Sub-Division in Tripura and returned to East Pakistan.	A protest was lodged with the Government of Pakistan on 21st October 1963 and their reply is awaited.
5. 30th October 1963	0820 hrs.	Two Pakistani fighter aircraft flying at an altitude of about 500 yards penetrated into Indian territory and violated the Indian air space over Kamalnagar, Anandapur, Lacharbari and Fulkumari in Sonamura Sub-Division of Tripura.	A protest was lodged with the East Pakistan Government on 7th November 1963 and their reply is awaited.
6. 1st November 1963	1715 hrs.	An unidentified aircraft from Pakistan penetrated 7 miles into Indian territory over a point 33 miles South West of Ferozepore. The aircraft was flying at a speed of 100 knots per hour.	A protest was lodged with the Government of Pakistan on 19th November 1963 and their reply is awaited.
7. 12th November 1963	1220-1230 hrs.	One Pakistani aircraft penetrated 13 miles into Indian territory 23 miles South of Ferozepore to 45 miles West North West of Sirsa. The aircraft was flying at a height 33,000 feet—35,000 feet with a speed of 550 knots per hour.	The question of lodging a protest is under consideration.

SHRI SITARAM JAIPURIA: May I know why these air violations are mostly on the East Pakistan side?

SHRI D. R. CHAVAN: We cannot say anything about that—why they are mostly on the East Pakistan side.

SHRI SITARAM JAIPURIA: May I know what action is being taken by the Government of India for stopping these violations except, of course, sending protest notes?

SHRI K. RAGHU RAMAIAH: The policy of the Government of India in regard to these matters has been stated very often on the floor of the House. The preliminary step is to send a note of protest and depending on the answer further procedures will have to follow, if necessary.

SHRI R. S. KHANDEKAR: May I refer to the statement which is laid on the Table of the House? In almost all the cases the statement says that the reply is awaited. May I know how long it will take the Government to receive these replies? Instead of

waiting indefinitely for such replies, Sir, will the Government of India make some other efforts to stop these violations?

SHRI K. RAGHU RAMAIAH: Sir, the question as to when a reply can come is a matter of diplomatic procedure. We have to wait for the reply.

SHRI B. D. KHOBARAGADE: The hon. Minister has admitted that most of these violations take place on the East Pakistan side. If so, I would like to know from the hon. Minister what steps are being taken to check any further violations of our air space. May I know whether any instructions have been given to shoot down any plane which commits such violations in future? I would like to know this because it is a continuous process.

SHRI K. RAGHU RAMAIAH: Sir, the Government and the Indian Air Force are fully aware of the situation, and that is all I can submit at the moment.

SHRI A. D. MANI: According to the statement laid on the Table of the House it has been stated as follows in connection with the violation that took place on the 12th November, 1963:

“One Pakistani aircraft penetrated 13 miles into Indian territory 23 miles South of Ferozepore to 45 miles West North West of Sirsa. The aircraft was flying at a height 33,000 feet—35,000 feet with a speed of 550 knots per hour.”

Such a plane could have come only from American sources. Has the American Embassy's attention been drawn to this fact that one of their planes is being misused for the purposes of air violations?

SHRI K. RAGHU RAMAIAH: It would be wrong for us to make any such categorical assumption unless we have ample proof to that effect.

SHRI GOPIKRISHNA VIJAIVAR-GIYA: Should the Government not consider having some very super weapons to check these violations, like the U-2 or some other ones possessed by Formosa and China? They have such planes. We should have some super planes to check such violations—some superior ones.

SHRI K. RAGHU RAMAIAH: Sir, if I may submit, it is a very complicated matter because either you have aeroplanes all the time in the air—which is obviously a very costly thing—or you adopt some other more costly methods. The question is that we can only do what is within the capacity of our Air Force at the moment.

SHRI K. SANTHANAM: May I know what kind of planes and how many are stationed in East Pakistan?

SHRI K. RAGHU RAMAIAH: I am not in a position to give any answer to that.

SHRI A. M. TARIQ: With reference to the violation of 23rd September, 1963 it has been stated in the statement as follows:—

“An unidentified aircraft from Pakistan was seen flying from North to South over Agartala Airport in Tripura, at a height of about 2,000 feet, and at a speed of approximately eight miles per hour.”

If the speed is only eight miles per hour and if the height is only 2,000 feet, what is the difficulty in identifying the plane?

SHRI D. R. CHAVAN: I am very sorry to say that there is some typing mistake. Instead of ‘eight’ it should have been ‘eighty’.

SHRI A. M. TARIQ: He has not replied to my question. He has only made that correction, Sir. When the speed is eighty miles per hour and when the height is 2,000 feet, why can't we identify such a plane?

SHRI K. RAGHU RAMAIAH: Sir, plane identification is not a matter of magic. After all we must have all the data about it. Sometimes these planes are not identifiable easily because they may carry wrong marks and so there are difficulties.

SHRI B. K. P. SINHA: Sir, in the course of these seven intrusions what is the longest distance to which the Pakistani aircraft intruded in our territory and what was the speed of the aircraft which intruded the longest distance?

SHRI K. RAGHU RAMAIAH: It will be seen from the statement that with regard to the incident of 1st November, the intrusion into Indian territory was at a point 33 miles south-west, the intrusion was 7 miles. As for the incident of the 12th November, it was an intrusion of 13 miles.

SHRI B. K. P. SINHA: Sir, the other part of my question has not been answered. I asked about the speed of the aircraft.

SHRI K. RAGHU RAMAIAH: That also is given in the statement. In the case of the incident of the 1st November, it was 100 knots per hour and

in the case of the 12th November it was 550 knots per hour.

SHRI A. B. VAJPAYEE: Are we to understand that as a result of the joint air exercises held recently, the capacity of the Indian Air Force to shoot down enemy planes has increased?

SHRI K. RAGHU RAMAIAH: Sir, the main object of the air exercises was to acquaint our technical personnel with radar equipments and so on.

SHRI BHUPESH GUPTA: Sir, I only want to know this. This plane was flying at a height of only 2,000 feet. Did we not have binoculars there in order to identify it? Did they not have some sort of binoculars by which they could identify it?

SHRI K. RAGHU RAMAIAH: Sir, I have already submitted that apart from the difficulty that at that particular moment there must be somebody with the proper equipment, some times it does happen that a foreign aircraft comes under a different description or something. So it is not always possible to identify these planes. It will be seen from the statement that even at greater heights it has been sometimes possible to identify the plane.

FILM ON LIFE OF MAHATMA GANDHI

*153. **SHRI KRISHNA CHANDRA:** Will the Minister of INFORMATION AND BROADCASTING be pleased to refer to the reply given to Starred Question No. 325 in the Rajya Sabha on August 29, 1963 and state:

(a) whether Government have since received the script of the film on the life of Mahatma Gandhi to be produced by a British Film Producer-Actor, Richard Attenborough;

(b) whether Cinegoers' Association of India and Indian Picture Products Association had written letters to him placing certain conditions before final permission was accorded to its shooting; and

(c) if so, what were those conditions?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI SHAM NATH): (a) No, Sir.

(b) and (c) The Cinegoers' Association of India and the Indian Motion Picture Producers' Association have written letters in this connection. The letter has merely advised adequate precautions being taken; the Cinegoers' Association has suggested the following conditions:

- (i) The shooting script must be passed by a Committee comprising the officials of the Information and Broadcasting Ministry, officials of the Indian Motion Picture Producers' Association and delegates of the Cinegoers' Association of India.
- (ii) The shooting script should also be cleared by the Gandhi Smarak Nidhi.
- (iii) A certain percentage of the profits mutually agreed upon between the Government of India, the producer concerned and the Gandhi Smarak Nidhi should be made over to the Harijan Fund.

SHRI KRISHNA CHANDRA: In view of the sad experience in connection with the film "Nine Hours to Rama" why was it not thought fit or necessary to impose conditions?

SHRI SATYA NARAYAN SINHA: Under the law we cannot fix any specifications or any conditions for that. They are absolutely free to do it. It is only because they want certain facilities from the Government that they normally approach us. So far as this person is concerned, we have made enquiries from reliable sources. He is a great admirer of Gandhiji and he stands for all that Gandhiji stood for.

SHRI KRISHNA CHANDRA: When is the script likely to be received?