

Act, in favour of its agreement with Bangladesh, for handing over the land of Tinbigha, an integral part of the Indian Union to Bangladesh.

In the name of solving the enclave problems, the said Indo Bangladesh agreement will create new problems which are detrimental to the interest of the Indian Union and Indian Citizens of Kuchlibari Gram Panchayat in Cooch Behar district of West Bengal in particular.

Tinbigha is a small piece of land area about 178 metres by 85 metres. According to the agreement, if Tinbigha is handed over to Bangladesh, then, it will make Kuchlibari Gram Panchayat area of 30 square miles, with a population of 25,000 to be a new enclave. One who has some little idea about the Indian enclaves knows what a horrible condition is prevailing there for the last 30 years. Dacoity, robbery, arson, looting, raping, and murder in broad day light are day-to-day affairs. Only a jungle rule is there. The total area of Indian enclave within Bangladesh is about 29 square miles. On the other hand, Bangladesh enclave within India is about 18 square miles only. According to the agreement, Dahagram and Angarpota enclaves, with an area of about 10 square miles, will be with Bangladesh and it will not be exchanged. So, by way of exchange of enclaves, according to the said agreement, India will have to forego 29 square miles as against only 8 square miles of Bangladesh. Moreover, according to the agreement, if the corridor (from Bangladesh mainland to Dahagram Angarpota enclave) is allowed *via* Tinbigha by perpetual lease, then, the Kuchlibari area will be cut off from the rest of the Indian territory and as such the people of this area will have to suffer untold miseries. They will be at the mercy of the Bangladesh Government. A new Indian enclave problem will arise. So, this type of gift of Tinbigha to Bangladesh must be stopped at all costs. Certainly, we want friendship with Bangladesh, but not at the cost of our motherland. No more appeasement. No more surrenders. No more cessation of our motherland.

(iv) REPORTED SHIFTING OF NAVAL AKADEMY FROM COCHIN.

DR. HENRY AUSTIN (Ernakulam) : I thank you, Mr. Deputy-Speaker, for permitting me to make my submission, drawing the attention of the Defence Minister to the reported statement of the Chief of Naval Staff. The reported statement of the Chief of Naval Staff,—as reported in Mathrubhumi (one of the leading dailies of Kerala), dated 16-12-1978,—has stated that the Cochin Naval Akademy (Officers' Train-

ing) may be shifted from Cochin and that alternative sites are being located in other State. This statement was made by him at Madras recently when he addressed a Press Conference. This statement from the Chief of Naval Staff has created a widespread concern and anxiety in Kerala, particularly in my constituency, Ernakulam, where this institution is located. As is well-known, Cochin Harbour is one of our major naval bases and this Naval Akademy was established as early as in 1969 and since then it has been developing as a major Akademy where Naval Officers are being trained. Cochin Naval Base has assumed major significance in view of the recent developments in the Indian ocean where fleets of major powers are not only constantly moving but also have secured bases.

Kerala has very few Defence establishments and the people have been clamouring for more Defence establishments. There is no obvious reason at all for a transfer of this Naval Akademy from Cochin, as the same is already functioning as a great educational centre. Moreover, the shifting of this fully-developed Akademy will also cost the exchequer heavily and lead to unemployment and other dislocations to the employees.

This is a matter of urgent public importance and I request the Central Government and particularly the Defence Minister, not to think about shifting of this major Naval Officers' Akademy and make a statement allaying anxieties lurking in the minds of the people of Kerala in this regard.

(v) INFORMATION GIVEN BY THE INDIAN COMMERCIAL PILOTS' ASSOCIATION ABOUT BOEING 737 AIRCRAFT WHICH CRASH-LANDED AT HYDERABAD.

SHRI JYOTIRMOY BOSU (Diamond Harbour) : Sir, under rule 377, I wish to raise the following :—

I have just now come to know that the Indian Commercial Pilots' Association informed the Director of Operations, New Delhi, Director of Training, Indian Airlines and the Manager, Air Safety, Indian Airlines that this particular aircraft, the American-made Boeing 737 aircraft VT-EAL which crashlanded at Hyderabad, was showing some surprising and abrupt behaviour which at times cannot be substantiated on ground. There are positive reports that on many occasions, immediately after take off, the aircraft gets into abrupt left bank at dangerously low altitude which may happen once, and is not expected to repeat again for few take offs and then suddenly occur again.