

लोग मारे गये, जिनका माल लूटा गया उसी मुहल्ले के लोगों को झूठे मुकदमों में फंसा दिया गया। करीब 35 लोगों को गिरफ्तार कर लिया गया। इस विशेष उल्लेख के माध्यम से मेरी मांग है कि इस मामले में कड़ी कार्यवाही होनी चाहिए। करते हैं अधिकारी, करते हैं इंस्पेक्टर, करता है पुलिस का अधिकारी लेकिन छवि खराब हो रही है इस देश के केन्द्र के गृह मंत्रालय की और गृह मंत्रालय की सरकार की, दिल्ली के उप-राज्यपाल की। चूंकि दिल्ली केन्द्र आसित है गृह मंत्रालय के जरिये, उप राज्यपाल के जरिये। दिल्ली की पुलिस इनके प्रति उत्तरदायी है। वे अत्याचार करते हैं, अकर्म्यता दिखाते हैं, निर्दोष लोगों को मारते हैं, गिरफ्तार करते हैं और सरकार दोषी लोगों के खिलाफ कोई कार्यवाही नहीं करती है। इसलिए मेरी मांग है कि इस सिलसिले में जो झूठे मुकदमों में लोगों को फंसाया गया है उनको बिना शर्त रिहा किया है, उनके खिलाफ मुकदमों वापस किये जायें, जो अपराधी हैं उन्हें गिरफ्तार किया जाये, थाने की पुलिस के ऊपर 302 के अन्तर्गत कत्ल का मुकदमा चलाया जाये। उनको तुरन्त निर्लंबित करना चाहिए, प्रभावित लोगों की क्षतिपूर्ति करनी चाहिए और सारे मामले की मान्यवर न्यायिक जांच होनी चाहिए। चूंकि गृह मंत्री यहां मौजूद हैं इसलिए मैं आपके माध्यम से कहना चाहता हूं कि गृह मंत्री जी इस संबंध में कुछ आश्वासन दे दें जिससे इस संबंध में जो लोग प्रभावित हैं, जो गरीब लोग हैं जिनके लोग मारे गये हैं, दो दो हत्याएं हो गयी हैं, 12 लोग अस्पताल में भर्ती हैं उनको कुछ तो ढाढ़स मिले।

#### Continuance of Airlines Engineering Base at Hyderabad

PROF. C. LAKSHIMANNA (Andhra Pradesh): Mr. Vice-Chairman, Sir, at the time of nationalization of the airlines in India in 1953, there were four engineering bases including the one at Hyderabad which was the seat of De-1165 RS—12.

ccan Airways Limited. Sir, it was looking after the maintenance and servicing of Dakota aircraft and, subsequently in the year 1963 when the Dakota was being phased out, the situation which is now facing Hyderabad was faced then also. At that stage, Members of Parliament, the public and the State Government and all those who were interested in the development of the Indian Airlines, represented that it was not good to close down any one of the four bases, and the then Minister, Mr. Raj Bahadur, gave an assurance. I would like to read what his assurance was:

"There is a good deal of apprehension about the shifting of the engineering base from Hyderabad. As you know, the objective is to do away with the Dakotas and replace them as quickly as possible. The Hyderabad engineering 1)356 is for the Dakotas, but we are also, at the same time, trying to acquire Avros and we shall keep the base for them. There should be no apprehension that there is any likelihood of the engineering base being removed from Hyderabad. I can assure you that we shall keep an engineering base there because that is required. The engineering bases have to be distributed evenly in the interest of economic operation of the services."

Also, subsequently there had been many committees which went into this question. One of them is the Sen Committee. The Sen Committee recommended that there should be more regions and there should be a fifth region with Hyderabad as the regional headquarters because Hyderabad was, as on date was having all the facilities. Then they also felt that there was a need for strengthening the base at Hyderabad and they very strongly recommended that the Hyderabad base should be strengthened. Then, recently also a technical committee of the Indian Airlines was appointed. They also recommended that an engine-overhaul project should be set up at Hyderabad because, as you are aware,

[Prof. C. Lakshmanna]

this has a training institute and there are other facilities and it is centrally located. It is one of the air bases which could be protected from all sides. When that is the case, the Avro base which is presently there is facing a threat because the Avros will be phased out by 1990. If you do not take steps now to replace by some other aircraft and provide facilities, it will not be possible for this air base to be maintained, in which case the other three bases only will have to be strengthened. But whatever is being done today by the Indian Airlines and by the Civil Aviation Ministry belies the hope that they would be continuing with the base at Hyderabad.

For this, I have got only to show that in the Budget for 1987-88 for Madras they have kept Rs. 1,262 lakhs. I am very happy about it, I do not dispute it, I do not feel envy about it. But they have kept only just Rs. 80 lakhs for the development of the Hyderabad base, that too not for the base as such but for something else, for the existing establishment which is there. When we compare the figures between the three other bases—Madras is not a base, but, in spite of that, the expenditure is there, and if they want to develop, I do not have any grudge—if you look at the headquarters -----

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Don't go into so many details.

PROF. C. LAKSHMANNA: No, no, I am just giving. You look at the headquarters, you look at Bombay, you look at Calcutta, you look at Madras, you look at Delhi and you look at Hyderabad; you will see that not much is being spent. On the other hand, thousands of employees who are there, are threatened. That means, as a result of this partisan attitude shown by the Indian Airlines more particularly and the Civil Aviation

Ministry, there is likelihood of a heartburning situation developing there among the workers.

Then, if the Hyderabad base has to be closed mainly because of political reasons, I plead with the Union Government; Please don't politicise everything. Don't accuse us of politicising. Don't indulge in activities of politicising and then accuse us. Otherwise, I see no reason why you are having this attitude. The situation which warranted development of an alternate aircraft in Hyderabad in 1963 is more today because the number of flights, the number of aircraft, the number of passengers, everything is going up. Under these circumstances, there is a need for strengthening the air base instead of phasing it out.

On the other hand, I suggest one or two concrete steps by which it could be done. Mr. Vice-Chairman, Sir, as you are aware, we are acquiring Airbus 320, we are increasing the number of Airbus 320, we are increasing the number of Airbus 300, we are increasing the Boeing 737. Instead of over crowding the facilities that are available or the facilities being created in overcrowding, say either in Delhi or in Bombay and to some extent less in Calcutta or trying to create in Madras why can't we think in terms of allotting Airbus 320 to Hyderabad, which could be used for development of that strength, that base? The only point sometimes raised is that we have to look at the originating points.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Don't go into arguments now.

PROF. C. LAKSHMANNA: Yes. Therefore, you can always have a time-schedule by which you can originate from Hyderabad. You can come back and get back to any place. There is no problem about it. I don't think the Indian Airlines will find it difficult to arrange the timetable in such a way that the aircraft can come back in the night to Hyderabad. Therefore,

I request the Union Government. Kindly don't politicise it. don't force us to fight a political battle because it is a purely economic, administrative matter. I plead with the Union Government kindly to see that Airbus 320 is allotted to the Hyderabad base so that the possibility which, is starkly looking in the face of each one of us not there in 1990, so that the base which is there will continue even after 1990.

Thank you.

SHRI B. SATYANARAYAN REDDY (Andhra Pradesh): Sir, I fully associate myself with the Special (Mention made by Prof. Lakshmananna. I request the Civil Aviation Ministry not to close down the Hyderabad air base All those people. ...

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): That is all right. He has made that point.

SHRI B. SATYANARAYAN REDDY:

The work should be continued at Hyderabad.

SHRI PUTTAPAGA RADHAKRISHNA (Andhra Pradesh): Sir, I also associate myself with him.

SHRI MOHD. KHALEELUR RAHMAN (Andhra Pradesh): I also associate myself with Prof. Lakshmananna.

Difficulties faced by farmers due to prohibition on transportation of Paddy from one State to another

श्री सत्यपाल मलिक (उत्तर प्रदेश): श्रीमन्, जिस सवाल की तरफ मैं सरकार का ध्यान दिलाना चाहता हूँ उस पर बहुत बार यहां चर्चा हुई और कई बार यह आश्वासन दिया गया कि आने वाले दिनों में ऐसा नहीं होगा, लेकिन हर साल जब भी फसल आती है किसान के गेहूं या धान की फसल आती है तो फसल के पहले बाजार में एक दाम रहता है और उसके बाद किसान को इस बात की आजादी नहीं दी जाती कि वह अपनी फसल वहां बेचे

जहां पर कि उसको बेहतर दाम मिलता है। अलग-अलग राज्य सरकारें कई बार सूबे के स्तर पर और कई बार जिलों के स्तर पर धान की या गेहूं की आवाजाही पर रोक लगा देती है और किसान को मजबूरी में वहां डिस्ट्रैस सेल करनी पड़ती है। अभी उत्तर प्रदेश में धान की फसल को बाहर ले जाने पर पाबंदी लगा दी गई, पहली चीज तो धान की फसल इस बार कम हुई है सूखे के कारण जो हुई उसमें लागत ज्यादा आई, ट्यूबवैल और नहर का पानी उससे दुगुनी बार देना पड़ा और ज्यादा दाम पर देना पड़ा और उस पर अब पाबंदी लगा दी। यह बहुत दिलचस्प बात है और यह देखने की चीज है। आज के अखबार में टायर निर्माताओं के सिलसिले में खबर छपी है कि सरकार न तीन साल से कोई ड्यूटी बढ़ाई नहीं है इस उम्मीद से कि उपभोक्ताओं को टायर सस्ता मिले और बार-बार सरकार उनको चेतावनी देती रहती है, लेकिन वे हर साल मनमर्जी से दाम बढ़ाते हैं और उपभोक्ताओं को मजबूरन वह टायर उसी दाम पर खरीदना पड़ता है। तो कारखाने का जो उत्पादनकर्ता है वह तो आपके काबू में नहीं है लेकिन किसान को हर साल आप मजबूर करते हैं इस तरह की पाबंदी लगाकर जिससे करीब-करीब हर फसल की उसको डिस्ट्रैस सेल करनी पड़ती है। उसका नतीजा यह होता है कि किसान की परचेजिंग पावर हर साल कम होती जा रही है। आप आंकड़े उठा कर देख लीजिए तो आपको मालूम हो जाएगा। खाद के कारखाने भरे पड़े हैं लेकिन किसान आज खाद खरीदने की स्थिति में नहीं है और खाद की पर हेक्टेयर खपत घट रही है, उसके पास पैसा नहीं रह गया है। मैं ज्यादा नहीं कहता अभी एक वर्ल्ड बैंक की स्टडी रिपोर्ट छपी है जिसमें करीब 114 मुल्कों का उन्होंने अध्ययन किया है और इस नतीजे पर पहुंचे हैं कि पेरू को छोड़कर हिन्दुस्तान नम्बर दो का देश है जहां बाजार किसान के सब से ज्यादा खिलाफ है और टर्म्ज आफ ट्रेड सब से ज्यादा किसान के खिलाफ है। फिर आप उसकी