following optional services on 'opt-in' basis through a prominent link on their website:

(i)   Preferential seating.

(ii)   Meal/ mack' drink charges (except drinking water)

(iii)   Charges for using airline lounges.

(iv)   Check-in baggage charges.

(v)   Sports equipment charges.

(vi)   Musical instrument carriage.

(vii)   Fee for special declaration of valuable baggage.

Infrastructure issues of Bengaluru airport

302.   SHRI B.K. HARIPRASAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a)   whether it is a fact that Bengaluru airport has been one of the most neglected airport in the country for international travel connections as lack of service quality at the airport, the lack of multi-level arrival and departure concourses tremendous chaos; and

(b)   if so, the details thereof and steps taken to preserve its identity as 'Gateway to South India'?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI JAYANT SINHA): (a) The international traffic Cumulative Annual Growth Rate (CAGR) of Kempegowda International Airport, Bengaluru (KIAB) for the past 5 years is 9.7% (FY 2014-FY 2018). The Airports Council International, the global trade representative of the world's airports carries out the ASQ (Airport Service Quality) survey to measure the service quality at airports. Currently, the ASQ rating of KIAB stands at 4.83 on a scale of 1-5. In July 2018, KIAB achieved highest rating and was declared as the airport with best "Arrival Experience" in the world, followed by Abu Dhabi and Toronto Pearson International Airports. KIAB has an integrated passenger terminal, international section is properly designed and developed with adequate capacity. Arrival and departure flows are ideally segregated and processed efficiently. Airport provides state of the art facilities and excellent service to its arriving and departing passengers. The international travel connections are not connected with either the service quality or lack of infrastructure facility.

(b)   KIAB is the 3rd biggest and the fastest growing airport in India. Bangalore International Airport Limited (BIAL) is currently embarking on ₹ 13000/- crores expansion project including building of 2nd Runway, 2nd Terminal and related road infrastructure.

Development of non-operational air-strips and airports in the country

303.   SHRI SAMBHAJI CHHATRAPATI: Will the Minister of CIVIL AVIATION be pleased to state:

(a)   whether many air-strips and airports in the country are lying unused due to non-availability of required infrastructure including servicing and maintenance of air crafts;

(b)   if so, the details of the air-strips and airports lying unused which have the potential for upgradation for commercial use, State-wise;

(c)   the reasons for not initiating action to upgrade them by roping in small and medium private entrepreneurs other than the giants which takes care of major airports in the country; and

(d)   whether Government has initiated action to involve small and medium private entrepreneurs in servicing and maintenance of aircrafts and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI JAYANT SINHA): (a) and (b) Many airstrips/ airports in the country are lying unserved/ unuse d primarily due to lack of adequate land for their infrastructure development and upgradation and lack of interest shown by airline operators in operating flights at these airports as these are not found to be commercially viable. The State/ UT-wise list of unserved/unused airports of Airports Authority of India (AAI) is given in the Statement (*See* below).

(c)   Government of India, Ministry of Civil Aviation has launched Regional Connectivity Scheme (RCS) - UDAN (Ude Desh ka Aam Naagrik) in October, 2016 with the objective to facilitate / stimulate regional air connectivity to currently underserved and unserved airports. In order to implement the scheme, cabinet Committee on Economic Affairs has approved a budgetary provision of ₹ 4500 crores for revival of un-served/ underserved airports/airstrips in the country. The revival of airstrips/airports is "demand driven", depending upon firm commitment from airline operators as well as from the State Government for providing various concessions. Airports Authority of India (AAI) is the implementing agency of RCS-UDAN.