

MINISTRY OF CIVIL AVIATION
GOVERNMENT OF INDIA



NATIONAL AIR SPORTS GUIDELINES 2023

(NASG 2023)

NATIONAL AIR SPORTS GUIDELINES 2023

1. Introduction

- a) Air sports, encompasses various sports activities involving the medium of air. These include sports like air-racing, aerobatics, aeromodelling, hang gliding, paragliding, paramotoring and skydiving etc.
- b) India has the potential to be among the leading nations in the world of air sports. It has a large geographical expanse, diverse topography and fair weather conditions. It has a growing culture for adventure sports and air sports.
- c) Air sports generates revenue and growth and it has a multiplier effect on growth of travel, tourism, infrastructure and employment, especially in hilly and remote areas of the country. Creation of air sports hubs across the country will attract air sports professionals and tourists from across the world.
- d) The Government of India plans to promote the country's air sports sector, by way of making it safe, affordable, accessible, enjoyable and sustainable. Systems and processes need to be simplified and made more transparent; focus on quality, safety and security needs to be enhanced; and investments in infrastructure, technology, training and awareness building need to be facilitated.
- e) The National Air Sports Guidelines (NASG) 2023, is a step in this direction. It has been drafted on the basis of the inputs received from guidelines makers, air sports practitioners and public at large. It is an evolving document and will be modified from time to time.

2. Objectives

The key objectives of NASG 2023 include the following:

- a) Promote an air sports culture in the country
- b) Enable adoption of international standard and good practices in safety air sports infrastructure, equipment, operations and maintenance and training
- c) Develop a simple, stakeholder-friendly transparent, accountable and effective governance structure
- d) Enhance participation and success of Indian sportspersons in global air sports events; and
- e) Promote design, development and manufacturing of air sports equipment in India in line with the Atmanirbhar Bharat Abhiyan.

3. Coverage

The coverage of NASG 2023 will include the following air sports:

- a) Aerobatics
- b) Aeromodelling and model rocketry
- c) Amateur-built and experimental aircraft
- d) Ballooning
- e) Drones
- f) Gliding and powered gliding
- g) Hang gliding and powered hang gliding
- h) Parachuting (including skydiving, BASE¹ jumping and wingsuits etc.)
- i) Paragliding and paramotoring (including powered parachute trikes etc.)

j) Powered aircraft (including ultralight, microlight and light sports aircraft etc.); and

k) Rotorcraft (including autogyro).

BASE is an acronym for 'Buildings, Antennas, Spans (bridges) and Earth (cliffs)'.

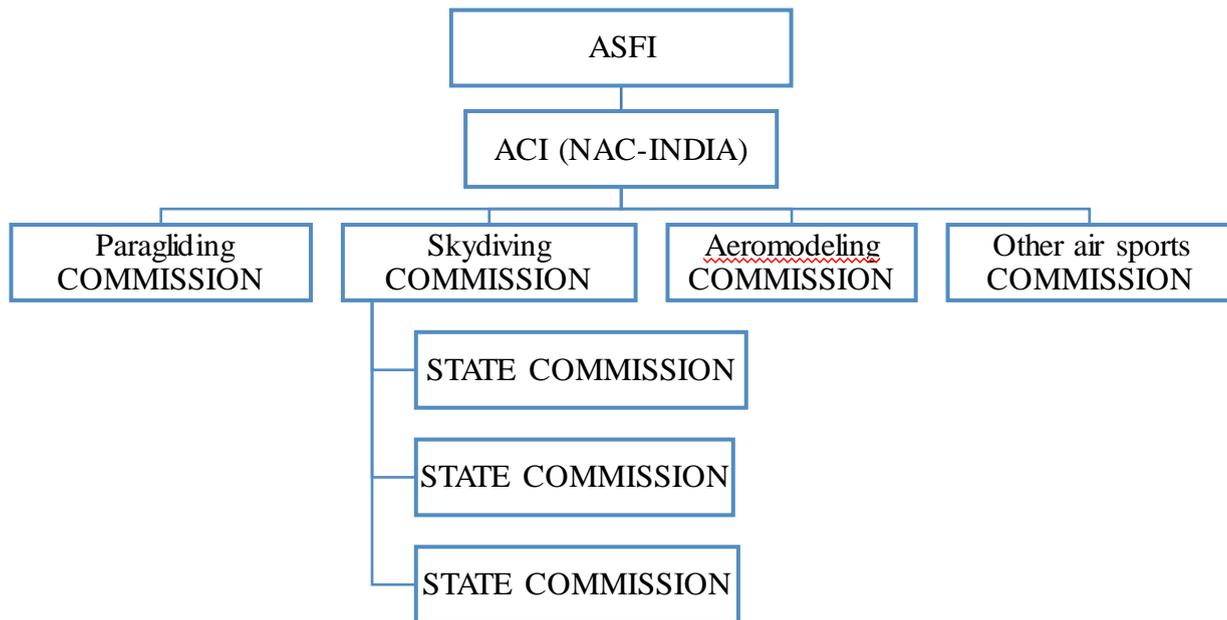
The list of air sports may be modified from time to time, as may be deemed necessary. The coverage of NASG 2023 will include vintage aircraft in each air sport, where applicable.

4. Governance Structure

There will be a governance structure for air sports in India through Aero Club of India (ACI)- National Airsports Control (NAC) India, the apex body for air sports in India affiliated to Federation Aeronautique Internationale (FAI) as below:-

- (i) Aero Club of India (ACI)- NAC India
- (ii) National Commissions for individual air sports or a set of air sports, as the case may be. (based on global practices)
- (iii) State Commissions for the individual air sports or a set of air sports, as appropriate. An illustration of the governance structure is as shown below:-

[Names of commissions are indicative and for illustration purposes only]



Aero Cub of India (NAC India)	National Commissions	State Commissions
	Aeromodelling	
	Amateur-built and experimental aircraft	
	Ballooning	
	Drones	
	General Aviation	
	Gliding	
	Microlight and Para motors	
	Parachuting	
	Para Gliding and Hang Gliding	
Rotorcraft		

ACI- (NAC India) may permit a Commission to administer more than one air sport, as deemed appropriate. ACI- (NAC India) may gradually reorganise such Commission into two or more Commissions if the geographical reach, followership, technical complexity and administrative challenges of the concerned air sports require so.

5. Aero Club of India (ACI)- National Airsport Control (NAC) India

(i) ACI – (NAC India) shall be an autonomous body accountable to Air Sports Federation of India (ASFI) of the Ministry of Civil Aviation (MoCA), Government of India.

(ii) ACI – (NAC India) will represent India at FAI and other global platforms related to air sports.

(iii) ACI – (NAC India) shall provide governance over all aspects of air sports including but not limited to, regulation, certification, competitions, awards and penalties. It shall conduct promotional events and competitions across the country through the different national Air Sports Commissions.

(iv) ACI – (NAC India) Council will have representatives from each National Air sports Commission in alignment and harmonization with the FAI structure.

(v) The ACI – (NAC India) Council will meet at least three times in a year. Meetings on urgent matters may be convened by the ACI – (NAC India) President.

6. Structure of the Council of ACI- (NAC India)

The Management of the affairs of the ACI-(NAC India) (including the management of property, funds and personnel) shall be vested in a Council comprising of: -

- a) One member i.e. the commissioner elected from amongst each of ten (10) Air Sports Commissions to represent each of the National Air Sports Commissions including one member elected from amongst ACI Member Flying Clubs, as notified by ACI from time to time, who will have 01 vote each in any meeting of ACI-(NAC India) council.
- b) The President and the Vice President of ACI-(NAC Council) shall be elected in a meeting of the Council from amongst the above elected members of ACI-(NAC India) Council. The strength of ACI- (NAC India) Council, therefore, shall be of a total of 10 members.

- c) In case of tie of votes, the commissioner of the respective national air sports commission, in his/her capacity as the President of ACI- (NAC India) council, shall have an additional casting vote as tie-breaker.

7. National Air Sports Commissions

Separate National Commissions of the various air sports, as mentioned below, shall be elected by the ACI-(NAC India) members under the respective air sports membership category. The following National Airsports Commissions shall be the members of ACI-(NAC India):-

- i. Aeromodelling
- ii. Amateur Built and Experimental Aircraft
- iii. Ballooning
- iv. Drones
- v. General Aviation (including flying clubs)
- vi. Gliding
- vii. Microlights and Para motors
- viii. Parachuting
- ix. Paragliding & Hang-Gliding
- x. Rotorcraft

- a) The National Air Sports Commissions shall be accountable to ACI – (NAC India) for ensuring safe, affordable, accessible, enjoyable and sustainable conduct of their respective air sports.
- b) Members of each National Air Sports Commission will elect their Commissioner and respective Assistant Commissioners as per their respective Memorandum of Association (MoA) and Article of Association (AoA). The Commissioners elected shall represent their respective Air Sport in the ACI- (NAC India) Council.
- c) Similar guidelines and procedures shall be followed for States Commissions.

- d) The responsibilities of the National Air Sports Commissions shall be as stipulated and harmonized by the general and sporting Commissions

8. Oversight

ACI - (NAC India) shall be an autonomous body under the Ministry of Civil Aviation, which would regulate, control, coordinate, execute and conduct the air sports across the country.

All the air sports activities in the country shall be subject to oversight by MoCA through the Air Sports Federation of India (ASFI).

For any dispute arising between/among National Commissions, State commissions, the final authority to settle the dispute shall be ASFI.

9. Air Sports Federation of India (ASFI)

ASFI shall be a body housed and chaired in the Ministry of Civil Aviation (MoCA). The constitution of ASFI shall be:-

- i. Secretary (Civil Aviation)- Chairman
- ii. Concerned SEA/Additional Secretary/Joint Secretary- Member
- iii. Representative of Department of Sports, Ministry of Youth Affairs and Sports- Member
- iv. Representative of Ministry of Tourism- Member
- v. Representative of Directorate General of Civil Aviation (DGCA)- Member
- vi. Representative of Bureau of Civil Aviation Security- Member
- vii. ACI (NAC-India) President- Member
- viii. ACI (NAC-India) Vice President- Member
- ix. Any three (03) person(s)/organisation(s) as deemed appropriate by the Chairman

10. Financial sustainability

(a) The long-term funding for development of air sports in India shall come from corporate investors, sponsors, membership fees, events and media rights.

(b) The Central/State government/ASFI may provide financial support for promotion of air sports. The funding received will be used only for such purposes, as for which it was approved.

(c) The airport operator shall be encouraged to waive off landing fee for such air sport activities.

11. Collaboration with States and UTs

The State Governments and Union Territories will endeavour to develop the necessary infrastructure and facilitate promotion of air sports and tourism. This may include development of new air sports centres, construction of new runways or repairing existing ones, development of new launch pads and landing pads; and financial support for events and training etc. ASFI and the National Air Sports Commissions will provide techno-commercial expertise to the State Governments and Union Territories' Administrations, as may be required. ACI ((NAC-India)) will submit a quarterly report in this regard to ASFI on the progress.

12. Collaboration with armed forces

The armed forces of India, Central Armed Police Forces (CAPF) and various state police forces have excellent training facilities, equipment and instructors for air sports. ASFI will engage with the Ministry of Defence, Ministry of Home Affairs and State police forces to explore

opportunities for extending their facilities to the public on a reasonable fee basis; without compromising on quality, safety, national security and operational requirements of the forces. ACI- (NAC India) will submit a quarterly report to ASFI in this regard.

13. Global best practices

All air sports competitions in India will be conducted as per the guidelines laid down by FAI, Directorate General of Civil Aviation, AAI wheresoever applicable.

14. Safety, Security and Regulations

- a) Air sports by their very nature involve a higher level of risk than flying a regular aircraft. They also provide a ground for new aviation technologies and safety procedures.
- b) ACI-(NAC India) in collaboration with DGCA and/or BCAS for each Air Sports Commission shall lay down the safety, security, standards and maintenance for equipment, infrastructure, personnel and training etc. as per the global best practices for its air sport. It shall specify the disciplinary actions to be taken in case of deviations and willful non-compliance.
- c) ACI-(NAC India) to ensure that the norms and standards of the Air Sports in the country are in accordance with the laid down regulations of Directorate General of Civil Aviation, AAI, BCAS or any other stakeholder, wherever applicable.

- d) No person or entity involved in air sports shall violate the right of way of a civil or military aircraft.
- e) All commission and ASFI to ensure that air sports centers shall be manned by security personnel, since Airports Facility Centre can be misused by anti-social/ anti-national elements for smuggling of drugs, weapons/ ammunition, etc. Such events may attract the attention of terrorist outfits.
- f) Air sports events shall not be organized in sensitive areas such as international borders, airports, cantonment areas, etc.
- g) Adherence to the requirements of license issued by DGCA to flight crew in compliance with ICAO Annexure 1 for Aeroplane, Free balloon, Glider & Helicopter etc shall be mandatory.
- h) Adherence to the requirements of license issued by DGCA to pilots for Micro-light, Light Sport aircraft, and Gyroplane etc shall be mandatory.
- i) Adherence to the requirements of performance, operation, design, manufacture, registration and maintenance under the provisions issued by Directorate General of Civil Aviation for Aerobatic activities, amateur-built and experimental aircraft, Ballooning, Gliding, powered hang glider, Microlight aircraft and Sky diving etc. shall be mandatory.
- j) The activities and associated equipment for which Directorate General of Civil Aviation has laid down the requirements, the exercise of control terms of licensing, airworthiness, operational, safety and penalty/enforcement action, in case of incident/accident or violation of norm to be under the purview of Directorate General of Civil Aviation and AAIB, in case of an accident.

- k) No later than forty-eight hours after an accident involving air sports activity takes place, the person involved or an associated person, shall report the accident to the concerned Air Sports Commission in writing, along with a copy to the ASFI. Failure to do so may lead to penal action as prescribed by Directorate General of Civil Aviation.
- l) Inability to enforce adequate safety standards by an Air Sports Commission may lead to penal action by the ASFI against such Commission including financial penalties, suspension or dismissal.

15. Registration

- a) All persons and entities engaged in air sports or providing services related to air sports shall be mandatorily required to register as members of the respective Air Sports Commissions.
- b) Key equipment used for air sports shall be registered with the respective Air Sports Commission, till such equipment is decommissioned, damaged beyond repair or lost. The Air Sports Commissions shall be responsible for ensuring safe and hazard-free disposal of decommissioned equipment by its members. Quarterly report of decommissioned equipment to be submitted to ASFI.
- c) A person may transfer an air sports equipment to another person by way of sale, lease, gift or any other mode, after providing requisite details of the transferor, transferee and the registration number to the concerned Air Sports Commission.

16. Flight permissions

- a)** Air Traffic Control (ATC) to ensure that sensitive locations and infrastructure such as international borders, airports, cantonment areas, etc. should not be allowed for air sports activities as it could be hostile to conduct reconnaissance operations, gathering intelligence on such locations and infrastructure to plan future attacks.
- b)** Air sports activities shall be conducted in coordination with the ATC authority responsible for the provision of Air Traffic Services in their specific respective airspace, as it might interfere with other manned and unmanned aircraft operations, commercial flights and sensitive areas such as airport, vital installations, etc.
- c)** Radio frequency spectrum uses must be in accordance with Indian Telegraph Act (ITA) 1885 and Indian Wireless Telegraphy (IWTA) 1993.
- d)** Wireless spectrum-based equipment/system can only be operated or possessed if frequency bands are licence-exempt/delicensed, requiring Equipment Type Approval (ETA). For other frequency bands, a Wireless operating licence (WOL) under ITA 1885 is necessary.
- e)** Approval of DoT shall be taken for use of any wireless equipment/devices on board the air sports equipment/vehicle.
- f)** The government envisages promotion of air sports activities. To this end, the Air Traffic Services of the Airports Authority of India (AAI) shall endeavor to and implement procedures for air sports in the flexible use of airspace ordinarily. Most of the air sports would be conducted below 10000 feet in controlled/uncontrolled airspace. Any deviation from the notified airspace shall be coordinated with respective ATC as standard mechanism. Local arrangements with ATCs will be encouraged so that

both the sportspersons and the ATC have a seamless coordination to encourage the growth of activities in a symbiotic environment with the general air traffic. Non-government, private air sports aerodrome shall be promoted.

- g) Air sports operators shall coordinate with ATC for filing flight plans and obtaining necessary clearances from the respective ATC authority and the Air Defence Clearance (ADC) from Indian Air Force (IAF), at least 24 hours in advance. For recurring air sports operations in an area, ATC may require the operator to develop a Standard Operating Procedure (SOP) containing procedures to ensure compliance with ATC and ADC requirements.
- h) Air Sports Associations may apply to the AAI for establishing 'Segregated Airspaces' in areas of frequent or seasonal air sports operations. Such Segregated Airspaces for air sports may be approved after careful analysis of national security and safety aspects. The details of such Segregated Airspaces would be published in the AIP India. This would facilitate hassle-free air sports operations in these Segregated Airspaces with minimal or no permissions required from concerned authorities.

17. International visitors

- a) Air sports are particularly popular in Europe followed by North America and Australia. During peak winters, the level of air sports activity reduces in Europe and enthusiasts move to other countries. .
- b) ACI- (NAC India) and the Air Sports Commissions will work towards developing a hassle-free process to enable their movement to India. This will enable Indian air sports enthusiasts to learn from the experience of the visiting professionals, get exposed to global best practices and create opportunities to host global competitions in India.

18. Education

- a) The youth of India represent the future of air sports. Programs aimed at raising interest in air sports will be encouraged. Schools, colleges and universities will be encouraged to have air sports included in their curriculum. Students will be encouraged to participate in domestic and international competitions conducted periodically for children in different age categories.
- b) Support may be provided for boosting innovation, research and entrepreneurship in air sports via targeted programs.
- (c) The guidelines intend to promote gender diversity and women empowerment in Air Sports.**

19. Penalties

- a) Where, after giving an opportunity of being heard, the Chairperson of ASFI or the President of an Air Sports Commission, is satisfied that a person or entity has contravened or failed to comply with the provisions of these guidelines, he may, for reasons to be recorded in writing, levy a penalty not exceeding rupees fifty thousand for every such instance.
- b) It shall be a defence to any proceeding for contravention of, or failure to comply with these guidelines, if such contravention or failure is proved to have been caused due to factors or circumstances, such as stress of weather or other unavoidable circumstances, beyond the control of such person or without his knowledge or fault.

20. Self-Regulated Organisation

ACI-(NAC India) shall be responsible to regulate its own members through the adoption and enforcement of rules of conduct for fair, ethical, and efficient practices. It shall prepare model by laws for adoption by the member Commissions.

21. Obstruction of authorised persons

No person shall voluntarily obstruct any person acting in the exercise of his powers or in the discharge of his duties under these guidelines.

22. Cancellation or suspension

a) Where the President of ACI- (NAC India) or the Commissioner of an Air Sports Commission, after giving an opportunity of being heard, is satisfied that a person or entity has contravened or failed to comply with the provisions of these guidelines, he may, for reasons to be recorded in writing, cancel or suspend any licence, certificate, authorisation or approval granted under these guidelines.

b) The President of ACI-(NAC India) or the Commissioner of an Air Sports Commission may consider revoking of such Cancellation or Suspension either on payment of Penalty/Bond or on submission of rectification of error after being duly satisfied by verification by the concerned committee, duly constituted by ACI-(NAC India) or the respective commission as the case may be.

23. Power to amend

Notwithstanding anything contained in the foregoing paras, the Ministry of Civil Aviation through Air Sports Federation of India (ASFI), may amend/issue fresh guidelines from time to time.

The existing policies/guidelines/regulations related to air sports, if any, shall automatically stand superseded by NASG 2023, with effect from the date of approval of these guidelines.

24. Dispute Resolution

ACI-(NAC India) shall endeavor to carry out its functioning while upholding the interest of development of air sports activities. In case, the Air sports Commissions are faced by discrimination, dispute or any other matter including but not limited to administrative, technical and financial matters, they may place the issue(s) before ACI-(NAC India) council. However, if unresolved, the entity can approach ASFI (MoCA) for appropriate resolution.

25. Saving of certain orders

Nothing in these guidelines shall limit or otherwise affect the power of the Central Government with regard to any order issued in public interest or safety or safe operation of all manned or unmanned aircraft/ air sports equipment.

.....