

**MINISTRY OF CIVIL AVIATION  
GOVERNMENT OF INDIA**



**NATIONAL AIR SPORTS POLICY 2022  
(NASP 2022)**

**7<sup>th</sup> June 2022**

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**NATIONAL AIR SPORTS POLICY 2022**

**1. Introduction**

- a) Air sports, as the name suggests, 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 large population, especially the youth. It has a growing culture for adventure sports and aviation.
- c) Other than the direct revenue from air sports activities, the multiplier benefits in terms of growth of travel, tourism, infrastructure and local employment, especially in hilly areas of the country, are several times greater. Creation of air sports hubs across the country will also bring in air sports professionals and tourists from across the world.
- d) The Fédération Aéronautique Internationale (FAI), headquartered in Lausanne, Switzerland is the world governing body for air sports. Founded on 14 October 1905, it sets standards, organizes events and maintains global records. FAI has over 100 members.
- e) 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.
- f) The National Air Sports Policy (NASP) 2022, is a step in this direction. It has been drafted on the basis of the inputs received from policy makers, air sports practitioners and public at large. It is an evolving document and will be modified from time to time.

**2. Vision**

India as one of the top air sports nations by 2030.

**3. Mission**

To provide a safe, affordable, accessible, enjoyable and sustainable air sports ecosystem in India.

#### **4. Objectives**

The key objectives of NASP 2022 include the following:

- a) Promote an air sports culture in the country
- b) Enable adoption of international good practices in safety including but not limited to, air sports infrastructure, equipment, operations, maintenance and training
- c) Develop a simple, stakeholder-friendly 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.

#### **5. Coverage**

The coverage of NASP 2022 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, BASE<sup>1</sup> 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).

The list of air sports may be modified from time to time, as may be deemed necessary by the competent authority.

The coverage of NASP 2022 will include vintage aircraft in each air sport, where applicable.

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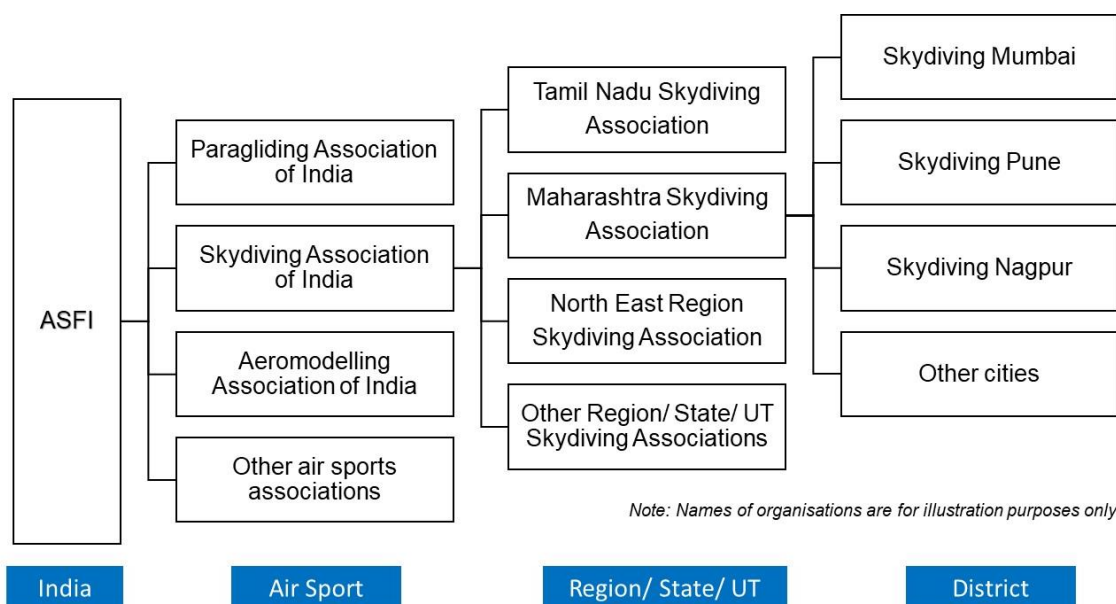
<sup>1</sup> BASE is an acronym for 'Buildings, Antennas, Spans (bridges) and Earth (cliffs)'.

## 6. Governance structure

There will be a four-tier governance structure for air sports in India:

- Air Sports Federation of India (ASFI) as the apex governing body
- National associations for individual air sports or a set of air sports, as appropriate
- Regional (e.g. West/ South/ North East etc.) or State and Union Territory level units of the national air sports associations, as appropriate; and
- District-level air sports associations, as appropriate.

An illustration of the governance structure is as shown below. Names of organisations are indicative and for illustration purposes only.



ASFI may permit an association to administer more than one air sport, as deemed appropriate. ASFI may gradually reorganise such association into two or more associations if the geographical reach, followership, technical complexity and administrative challenges of the concerned air sports require so.

## 7. Air Sports Federation of India

- ASFI shall be an autonomous body under the Ministry of Civil Aviation.
- ASFI shall represent India at FAI and other global platforms related to air sports.
- ASFI shall provide governance over all aspects of air sports including but not limited to, regulation, certification, competitions, awards and penalties etc. It shall conduct promotional events and competitions across the country through the different national air sports associations.
- ASFI will publish its draft guidelines within six months of the date of

publication of NASP 2022, after due consultation with relevant stakeholders. The draft guidelines will be, as far as possible, in alignment with the National Sports Development Code of India (NSDCI), 2011 and subsequent notifications from the Ministry of Youth Affairs and Sports; while taking cognizance of the unique nature, requirements and challenges of air sports.

- e) ASFI will be chaired by the Secretary, Ministry of Civil Aviation. Joint Secretary, Ministry of Civil Aviation will be the Member Secretary of ASFI.
- f) The Governing Council of ASFI will have representatives, not less than the level of Joint Secretary or equivalent, from the Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI).
- g) The ASFI Governing Council will have two representatives (President and Secretary) from each national air sports association and the Aero Club of India as members.
- h) The ASFI Chairperson may nominate up to three eminent experts related to air sports as members of the ASFI Governing Council.
- i) The Governing Council of ASFI will meet once every three months. Meetings on urgent matters may be convened by the ASFI Chairperson at short notice, in person or through video conference.
- j) ASFI will have a secretariat comprising professionals with deep knowledge and experience of air sports, administration, finance, marketing and legislation etc. The professionals may be employed on a contractual basis for a period of 3-5 years. Such contracts may be renewed by the ASFI Governing Council based on performance and need.

## **8. National air sports associations**

- a) The national air sports associations shall be accountable to ASFI for ensuring safe, affordable, accessible, enjoyable and sustainable conduct of their respective air sports.
- b) Members of each national air sports association will elect their President, Secretary and Treasurer in line with the guidelines laid down by ASFI. The Executive Council of such air sports association shall have the President and Secretary of the said air sport associations of different regions, States and Union Territories (as applicable); representatives of Central Government entities, armed forces and central armed police forces etc.; and at least two renowned practitioners of that air sport.
- c) The responsibilities of the national air sports associations shall include the following:
  - i. Handle all regulatory issues related to safety, training, licensing and airworthiness etc. as may be delegated by ASFI
  - ii. Track technical developments and incorporate the same in domestic regulations and guidance documents, as appropriate

- iii. Coordinate with Air Traffic Control authorities for safe operations alongside other manned or unmanned flights
- iv. Establish norms for insurance and compensation in case of adverse incidents
- v. Organise and oversee competitions at the national level. Maintain statistics and flight records of the same
- vi. Enhance participation and success of Indian sportspersons at international competitions
- vii. Promote design, development and manufacturing of air sports equipment in India in line with the Atmanirbhar Bharat Abhiyan
- viii. Collaborate and coordinate with international organisations through ASFI; and
- ix. Carry out such other tasks as may be assigned by ASFI.

## **9. Financial sustainability**

Given the natural advantages of India, air sports has the ability to be financially sustainable on its own. The long term funding for development of air sports in India shall come from corporate investors, sponsors, membership fees, events and media rights.

ASFI may seek financial support from Government of India for promotion of air sports, especially in the initial years. The funding received will be used for such purposes, as may be approved by the Government of India. The purposes may include partial or full funding of promotional events, infrastructure development, participation in global events and training etc. Proposals from air sports associations for funding support shall be evaluated based on norms to be laid down by ASFI.

## **10. 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 associations will provide techno-commercial expertise to the State Governments and Union Territories' Administrations, as may be required.

## **11. 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.

## **12. Global best practices**

FAI is recognised by the International Olympic Committee (IOC). IOC is considering inclusion of air sports in IOC-approved sporting events. All air sports competitions in India will be conducted as per the guidelines laid down by FAI, where applicable.

## **13. Safety**

- 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) Each air sports association shall lay down the safety standards for equipment, infrastructure, personnel and training etc. as per 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) No person or entity involved in air sports shall violate the right of way of a civil or military aircraft.
- d) 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 association in writing, along with a copy to the ASFI. Failure to do so may lead to penal action.
- e) Inability to enforce adequate safety standards by an air sports association may lead to penal action by the ASFI against such association including financial penalties, suspension or dismissal.

## **14. Registration**

- a) All persons and entities engaged in air sports or providing services related to air sports shall be required to register as members of the respective air sports associations.
- b) Key equipment used for air sports shall be registered with the respective air sports association, till such equipment is decommissioned, damaged beyond repair or lost. The air sports associations shall be responsible for ensuring safe and hazard-free disposal of decommissioned equipment by its members.
- 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 association.



## 15. Flight permissions

- a) Air sports activities shall be conducted in coordination with the Air Traffic Control (ATC) authority responsible for the provision of Air Traffic Services in the respective airspace, as it might conflict with other manned and unmanned aircraft operations.
- b) Air sports operators should refer to the airspace data published in Aeronautical Information Publication (AIP-India), Notice to Airmen (NOTAM) and Airspace Use Plans (AUP), which provide details of Restricted, Danger and Prohibited Areas; Temporary Reserved Areas (TRA), Temporary Segregated Areas (TSA); and other aeronautical information including locations of civil/military aerodromes and Controlled Airspaces. AIP-India can be accessed at <https://aim-india.aai.aero/> and the latest AUP at <https://aim-india.aai.aero/airspace-use-plans>. While air sports activities within or near such areas may be restricted, the same may be conducted after receiving an approval from the respective Controlling Authorities of these areas or the local ATC, as the case may be.
- c) 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.
- d) Air sports associations may apply to the Ministry of Civil Aviation 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.

## 16. 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) India has hitherto missed the opportunity to host these migratory air sports professionals, many of whom are high-spending tourists too. ASFI and the air sports associations 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.



## **17. Imports**

- a) Currently, most of the complex equipment for air sports such as aircraft, specialised parachutes, helmets, batteries, GPS trackers and radio aids etc. are being imported.
- b) The Government may consider allowing import of air sports equipment (new and previously used) with reduced import duty for a particular number of years, subject to laid down norms of airworthiness.

## **18. Taxation**

The Goods and Services Tax (GST) rate on purchase of air sport equipment is between 18%-28%. Balloons, gliders and other non-powered aircraft; and their spares are levied a GST rate of 18%. To make air sports affordable to the common public, the Government may request the GST Council to consider rationalising the GST rate on air sports equipment to 5% or less.

## **19. Production-Linked Incentive Scheme**

The Government may consider a Production-Linked Incentive (PLI) Scheme for domestic manufacturing of air sports equipment under the Atmanirbhar Bharat Abhiyan. The PLI may be linked to value addition made in India.

## **20. 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.

## **21. Penalties**

- a) Where, after giving an opportunity of being heard, the Chairperson of ASFI or the President of an air sports association, is satisfied that a person or entity has contravened or failed to comply with the provisions of these rules, 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 this policy, 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.

## **22. Power to inspect**

The Chairperson of ASFI or the President of an air sports association, or any person authorised by him, by general or special order in writing, may inspect any air sport facility or equipment; interact with any personnel; and inspect any document for the purpose of securing compliance with this policy.

## **23. 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 this policy.

## **24. Cancellation or suspension**

Where the Chairperson of ASFI or the President of an air sports association, after giving an opportunity of being heard, is satisfied that a person or entity has contravened or failed to comply with the provisions of this policy, he may, for reasons to be recorded in writing, cancel or suspend any licence, certificate, authorisation or approval granted under this policy.

## **25. Power to amend**

Notwithstanding anything contained in the foregoing paras, the Ministry of Civil Aviation, in consultation with ASFI and with the approval of the competent authority, may amend any part of this policy from time to time.

The existing policies and regulations related to air sports, if any, shall automatically stand superseded by NASP 2022, with effect from the date of approval of this policy.

## **26. Saving of certain orders**

Nothing in this policy shall limit or otherwise affect the power of the Central Government with regard to any order issued in the interest of public safety or for safe operation of all manned or unmanned aircraft.

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