

**MINISTRY OF CIVIL AVIATION**  
**GOVERNMENT OF INDIA**



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

**01 JANUARY 2022**

अम्बर दुबे  
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JOINT SECRETARY  
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NEW DELHI-110 003

AV-29017/60/2020-SDIT-MOCA

1<sup>st</sup> January 2022

*Dear Reader,*

India has the potential to be among the top nations in the world of air sports. It's time to make it happen.

The Government of India plans to promote the country's air sports sector, by making it safe, affordable, accessible, enjoyable and sustainable. It plans to bring out a National Air Sports Policy (NASP 2022) to facilitate the same.

The draft NASP 2022, enclosed herewith, has been prepared by a drafting committee comprising senior officials from the Government of India, Indian armed forces, Aero Club of India, National Cadet Corps and air sports experts. It is being placed in the public domain to receive your valuable suggestions.

Please send your suggestions via email with the subject 'Feedback on draft NASP 2022', addressed to Shri SP Singh at [sdit.div-moca@gov.in](mailto:sdit.div-moca@gov.in). The suggestions may be kept concise, mentioning the specific clause of the draft NASP 2022, the suggested change and the rationale thereof. Please send in your suggestions latest by 1700 hours on 31<sup>st</sup> January 2022.

Here's wishing you and your loved ones a very happy 2022!

*With warm regards,*

Yours faithfully,

(Amber Dubey)

Joint Secretary to the Government of India  
Chairperson, NASP Drafting Committee



**MINISTRY OF CIVIL AVIATION**  
**GOVERNMENT OF INDIA**  
**DRAFT NATIONAL AIR SPORTS POLICY, 2022**

**1. Introduction**

- a) Air sports, as the names 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 draft 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) Adopt international best practices in safety including but not limited to, air sports infrastructure, equipment, operations, maintenance and training.
- c) Develop India as a preferred global hub for air sports.
- d) Develop a simple, stakeholder-friendly and effective governance structure.
- e) Enhance participation and success of Indian sportspersons in global air sports events.
- f) 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                              | f) Gliding                        |
| b) Aeromodeling                            | g) Hang gliding and paragliding   |
| c) Amateur-built and experimental aircraft | h) Microlighting and paramotoring |
| d) Ballooning                              | i) Skydiving                      |
| e) Drones                                  | j) Vintage aircraft               |

#### **6. Governance model**

It is proposed to have a two-tier governance structure for air sports in India:

- a) Air Sports Federation of India (ASFI) as the apex governing body; and
- b) Associations for each air sport for handling day to day activities e.g. Paragliding Association of India or Skydiving Association of India etc.

#### **7. Air Sports Federation of India**

- a) ASFI shall be an autonomous body under the Ministry of Civil Aviation.
- b) ASFI shall represent India at FAI and other global platforms related to air sports.
- c) 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 air sports associations.

- d) ASFI will be chaired by the Secretary, Ministry of Civil Aviation. Joint Secretary (SDIT Division), Ministry of Civil Aviation will be the Member Secretary.
- e) The Governing Council of ASFI will have representatives, not less than the level of Joint Secretary or equivalent from Department of Sports; Ministries of Defence, Home Affairs and Tourism; Directorate General of Civil Aviation (DGCA); Bureau of Civil Aviation Security (BCAS), Airports Authority of India (AAI) and the National Cadet Corps (NCC). The ASFI Governing Council shall have the presidents of Aero Club of India and various air sports associations as members.
- f) The ASFI Chairperson may nominate up to three eminent experts related to air sports as non-voting members of the ASFI Governing Council.
- g) 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.
- h) ASFI will have a secretariat comprising professionals with deep knowledge and experience of air sports, administration, finance, marketing and legislation etc. The professionals shall be on three-year contract basis. The contracts may be renewed by the ASFI Governing Council based on performance and need.

## **8. Air sports associations**

- a) The air sports associations shall be accountable to ASFI with respect to the regulatory oversight and for providing safe, affordable, accessible, enjoyable and sustainable conduct of their respective air sport.
- b) Each air sports association will elect its own President, Secretary and Treasurer. The Executive Council of such air sports association shall have presidents of the said air sport association from different States and Union Territories; 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 each air sports association 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 in domestic regulations and guidance documents
  - 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
- 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.
- 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 funding of promotional events, infrastructure development, participation in global events and training etc. Evaluation of proposals from air sports associations for funding support shall be done based on norms to be laid down by ASFI.

## **10. Collaboration with States**

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 and landing pads; and financial support for events and training etc. ASFI and the air sports associations will work with the State Governments to provide techno-commercial advice.

## **11. 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 competitions in India will be conducted as per the guidelines laid down by FAI, enabling the air sports associations to keep track of performances as per global norms.

## **12. 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 manned aircraft.
- d) No later than forty-eight hours after an accident involving air sports activity takes place, the person or entity involved 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 safety standards by an air sports association may lead to penal action by the ASFI against such association including financial penalties, suspension or dismissal.

## **13. Registration**

- a) All persons and entities providing air sports services 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 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.

## **14. Flight permissions**

- a) As per the Drone Rules, 2021 notified on 25<sup>th</sup> August 2021, an airspace map of India has been published on DGCA's DigitalSky Platform (<https://digitalsky.dgca.gov.in>). The map segregates the entire airspace of India into red zone, yellow zone and green zone.
- b) Air sports practitioners may rely on this easily accessible map for guidance. Operation in red and yellow zones requires permission from Central Government and the concerned Air Traffic Control authority respectively. Operation in green zones for aircraft with all-up weight up to 500 kg does not require any permission.

- c) The airspace beyond 400 feet Above Ground Level (AGL) in green zones is default yellow. Since most air sports involve operating at heights above 400 feet AGL, permission from the concerned Air Traffic Control authority shall be mandatory.
- d) For air sports centred around a fixed location – for instance, Bir-Billing in Himachal Pradesh, Gangtok in Sikkim, Hadapsar in Maharashtra or Vagamon in Kerala – the said location can be declared as a ‘Control zone’ for air sports. The airspace can be clearly marked by the concerned air sports association with necessary permissions from the Ministry of Home Affairs (MHA), Ministry of Defence (MoD), State Government and the local Air Traffic Control authority. This will enable hassle-free flying by air sports enthusiasts in such control zones without creating any risk to national security or safety of other manned aircraft.

## **15. International visitors**

- a) Air sports are particularly popular in Europe followed by North America and Australia. During peak winters, the level of air sports reduces in Europe and enthusiasts move to the southern hemisphere.
- 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.

## **16. Import permissions**

- 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 will consider allowing import of air sports equipment without any import duty for a particular number of years. Import of previously used air sports equipment may also be allowed free import, subject to laid down norms of airworthiness.

## **17. 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 will request the GST Council to consider rationalising the GST rate on air sports equipment to 5% or less.



## **18. Production-Linked Incentive (PLI) Scheme**

The Government may consider encouraging domestic manufacturing of certain high value air sports equipment by way of a Production-Linked Incentive (PLI) Scheme. The incentive may be linked to value addition in India.

## **19. Education**

- a) The youth of India represent the future of air sports. Programs aimed at raising interest towards air sports and a career 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 FAI's international competitions conducted periodically for children in different age categories. Aero modelling and drone sports will be promoted at schools and NCC.
- b) Support shall also be provided for boosting innovation, research and entrepreneurship in air sports via targeted programs to aspiring sport aviators.

## **20. 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.

## **21. 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.

## **22. 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.

### **23. 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 these rules.

### **24. Power to amend**

Notwithstanding anything contained in the foregoing paras, the Ministry of Civil Aviation, in consultation with ASFI and with the approval of 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.

### **25. 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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