



Management

Phone: 972.3.9774555

No. 04740813

Fax: 972.3.9774599

Date: March 14, 2013

rommg@mot.gov.il

**POLICY WITH REGARD TO CONDITIONS UNDER WHICH EXCEEDING THE NOISE  
LEVEL WILL NOT BE CONSIDERED AS A BREACH OF SECTION 73(A) OF THE  
AIR NAVIGATION, 2011 LAW**

Section 73(a) of the Air Navigation Law, 2011 (hereinafter - "**the Law**") prohibits Air Operator to operate an aircraft within the territory of Israel in a manner that causes noise that exceeds a noise level or noise quota prescribed by the Law.

Further to the said Section, an exception to the aforementioned rule has been prescribed under which, when weather conditions, flight safety conditions or instructions of Air Traffic Control Unit causes the aircraft to operate in excess of the noise level, this shall not constitute a breach of Section 73(a) of the Law.

These exceptions are intended to ensure that the need to refrain from exceeding the prescribed noise level shall not adversely affect flight safety or the regularity of air traffic.

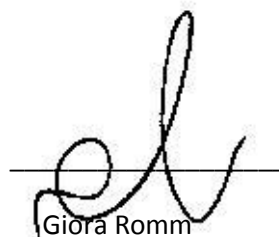
With the intent to increase uniformity and equality in terms of enforcement, here are the weather and flight safety conditions that will be recognized by the Civil Aviation Authority of Israel as qualifying reasons for this exception:

In the event of an Air Operator proving that in the operation of an aircraft one of the conditions set in the table below has been satisfied, and the noise level has not exceeded the noise level stated alongside such condition, such excess shall not be considered as a breach of Section 73(a) of the Law:

Serial No.	The Condition	Excess in Decibels
1.	Tail Wind	
	a. Up to 5 knots	1
	b. 5 knots and more	2
2.	Temperature Inversion below 3,000'	1
3.	Change of course in order to preserve flight safety (for example as a result of towering cumulus clouds or as a result of proximity to another aircraft).	Unrestricted
4.	Change of course in accordance with an instruction of the Air Traffic Control Unit	Unrestricted

If the excess of the noise level was due to deviation from prescribed track, for reasons other than those specified in Serial Nos. 3 and 4 in the table, this shall be considered as a breach of Section 73(a) of the Law, even if tail wind or temperature inversion conditions were as specified in Serial Nos. 1 and 2 in the table.

March 14, 2013



Giora Romm

Director of the Civil Aviation Authority