AD 1. AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY

1. General conditions under which aerodromes/heliports and associated facilities are available for use

Commercial flights are not permitted to take off from or land at any aerodrome/heliport not listed in this AIP except in cases of real emergency or when special permission has been obtained from the Civil Aviation Authority.

In addition to the aerodromes/heliports available for public use listed in this AIP, a number of aerodromes/airfields are located throughout the country. These aerodromes/airfields are available only for private flights and are subject to permission for use by the owner. Details about these aerodromes/airfields are defined in the domestic AIP.

Landing made other than at an international aerodrome-/heliport or a designated alternate aerodrome/ heliport

If a landing is made other than at an international aerodrome/heliport or a designated alternate aerodrome/heliport, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome/ heliport at which the landing was scheduled to take place. This notification may be made through any available communication link.

The pilot-in-command shall be responsible for ensuring that:

a) if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided.

b) cargo, baggage and mail are not removed from the aircraft except as provided below.

c) any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones or fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

Traffic of persons and vehicles on aerodromes

Demarcation of zones

The grounds of each aerodrome are divided into two zones:

a) a public zone comprising the part of the aerodrome open to the public; and

b) a restricted zone comprising the rest of the aerodrome/heliport.

Movement of persons

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome/heliport. The customs, police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorities and airlines and to authorized persons having access to the restricted zone of the aerodrome/heliport is subject to the conditions prescribed by the air navigation regulations and by the special rules laid down by the aerodrome administration.

Movement of vehicles

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome/heliport must respect the direction of the traffic, the traffic sign and the posted speed limits and generally comply with the provisions of the highway code and with the instructions given by the competent authorities.

Policing

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome are not the responsibility of the State or any concessionaire; they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

Use of the heliports

Commercial flights are not permitted to take off from or land at any heliport except in cases of real emergency or when special permission has been obtained from the Civil Aviation Authority.

A number of heliports are located throughout the country. These heliports are available only for private flights and are subject to permission for use by the owner. Details about these heliports are defined in the domestic AIP.

Landing, parking and storage or aircraft on aerodromes under the control of Israel Airports Authority

The conditions under which aircraft may land and be parked, housed or otherwise dealt with at any of the aerodromes under the control of the Israel Airports Authority are as follows:

a) The fees and charges for the landing, parking or housing of aircraft shall be those published from time to time by the Israel Airport Authority (hereinafter referred to as “IAA”) in the AIP or AIC.

The fees or charges for any supplies or services which may be furnished to aircraft by or on behalf of the IAA at any aerodrome under the control of the IAA shall, unless otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the IAA for that aerodrome. The fees and charges referred to shall occur from day to day and shall be payable to the IAA on demand.

b) The IAA shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.

c) If payment of such fees and charges is not made to the IAA within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the IAA shall be entitled to sell, destroy or otherwise dispose of the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.

d) Neither the IAA nor any servant or agent to the government shall be liable for loss or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss and damage may arise, occurring while the aircraft is on any aerodrome under the control of the IAA or is in the course of landing at or taking off from any such aerodrome.

2. Applicable ICAO Documents

The Standards and Recommended Practices of ICAO Annex 14, Volumes I and II, are applied without differences.

3. Civil use of military air bases

General

Use of military air base in Israel by other than State-registered aircraft may be made solely when prior permission has been obtained. The use of military air bases as alternate aerodromes may likewise be made solely when prior permission thereto has been obtained. Ovda Air Base is not affected by these regulations. Permission to use Ovda Air Base for diversions and non scheduled flights (charter) will be granted unless special conditions apply. Permission may at any time be withdrawn with immediate effect, should the circumstances require so.

Submission of application

Application in writing for permission to use Ovda Air Base shall be submitted directly to:
Israel Airports Authority
P.O.Box 42 Eilat 88100
Tel: 972-8-6363805
972-8-6373553
SITA: ETHELXH
AFS: LLETZPZX
Email: teum_eilat@iaa.gov.il
WEB: www.iaa.gov.il

Rules and conditions

Operations on the air base must be carried out in accordance with the rules and conditions stated below with due regard to such other conditions as may have been stipulated for each individual permission.

a) A flight plan shall be submitted for each flight. During flight in controlled air space and during operations on the maneuvering area, the pilot-in-command shall closely observe the directions given.

b) The Commander of the air base establishes the rules applicable to flight crew members and passengers, concerning security measures, traffic and stays at the air base. Photographing Ovda Air Base from the air as well as on the ground is prohibited. At all the other air bases, the local ban on photography will apply as posted. Flight crew members and ground personnel shall immediately report any violations.

c) The Defense Forces shall not be liable for theft, fire, water damage to aircraft, its equipment, flight crew members, passengers, cargo, etc. caused during stays at the air base. The Defense Forces reserves the right to claim compensations for damage caused by civil aircraft, flight crew members or passengers to Air Force material, buildings and personnel within the area of an air base.

d) Landing and other charges will be collected in accordance with the provisions of the current “Tariff Regulations applying to Public State-operated Air- ports”, approved by the Ministry of Transport (see GEN 4).

4. CAT II/III Operations at Aerodromes

NIL.

5. Friction measuring device used and friction level, below which the runway is declared slippery when wet

The friction measuring device used in all the aerodromes is "GripTester MKII".

Where water is present on a runway and periodic measurements indicate that the friction level is 0.43 or less, the runway will be reported as being “Slippery when wet”.

6. Other information

NIL.