GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ANNEX 1 - PERSONNEL LICENCING, 11th edition:

Chapter 1

1.2.2 *Method of rendering a license valid*

A pilot license issued by other Contracting State will be rendered valid for use in private flights if the applicant:

(1) Demonstrated knowledge in Israeli civil aviation laws and regulations concerning the operation of aircraft;

(2) Demonstrated the ability to perform as a pilot-in-command;

(3) Holds a valid medical certificate;

(4) Has no previous criminal convictions;

(5) Speaks and understands the acceptable aviation technical Hebrew or English;

(6) Holds a limited wireless operator of radio-telephone certificate, which was issued in Israel;

A holder of private pilot certificate with an instrument rating - his license will be rendered valid without the instrument rating.

1.2.4 *Medical fitness*

1.2.4.4.2 Not implemented.

1.2.4.5 No specific requirement for such declaration.

An applicant for medical certificate is required to submit to the medical examiner all relevant information and should disclose every illness, defect or other limitation.

1.2.4.7 The "CAA physician" within the Licensing Authority is responsible for the evaluation of the reports submitted to him by the medical examiners.

1.2.5 *Validity of licenses*

1.2.5.2.3 The applicable requirement concerning private pilot is Para. 1.2.5.2.3 (a).

1.2.7 *Use of psychoactive substances*

1.2.7.2 Applicable to use of alcohol and drugs only.

Chapter 2

2.1.2 *Category ratings*

2.1.2.2 Not implemented.

2.1.3 *Class and type ratings*

2.1.3.1 There is no distinction between land and sea ratings

2.1.3.1.1 Not implemented.

2.1.3.2 Para. 2.1.3.2 (a) is not implemented. Type rating means a specific make and basic model of aircraft, such as B737, and is required only for airline transport pilot.

2.1.4 *Circumstances in which class and type ratings are required*

2.1.4.1.1 Not implemented.

2.1.5 *Requirements for the issue of class and type ratings*

2.1.5.2 See 2.1.3.2.

2.1.9 *Crediting of flight time*

2.1.9.2 The holder of a private pilot license, when acting as co-pilot of an aircraft required to be operated with a co-pilot, is not entitled to be credited with more than 50 hours of the co-pilot time towards the total flight time required for a commercial pilot license.

2.2.3 *Medical fitness*

A student pilot is not entitled to receive a student pilot certificate unless he holds a proper medical certificate.

2.3 *Private pilot license*

2.3.2 *Privileges of the holder of the license and the conditions to be observed in exercising such privilages*

2.3.2.2 In order to exercise his privileges at night, the applicant shall hold a VFR night flight rating.

2.3.3 *Specific requirements for the issue of the aeroplane category rating*

2.3.3.1 The requirements concerning private pilot license with ultralight rating are different and lenient in comparison to those concerning aeroplane rating.

2.3.3.1.1 Minimum experience is 40 hours for applicant who has followed successfully a course of approved training in an instruction school; otherwise the minimum experience is 50 hours. They have to be accumulated within not more than two years, which preceded the application date. Instruction in a synthetic flight trainer is not approved.

2.3.3.1.2 The applicant has completed at least 15 hours of solo flight time. The 5 hours of solo cross country flight time consists at least of one cross country flight totaling not less than 2.5 hours with 2 landings in airports between which the distance is at least 75 km, and 3 hours of cross country flight with landings in different airports.

2.3.4 *Specific requirements for the issue of the helicopter category rating*

2.3.4.1.1 The applicant shall complete not less than 40 hours of flight time as a pilot of an aircraft, including not less than 15 hours of solo flight time in helicopter.
No credit is granted for instruction in a synthetic flight trainer.

2.3.4.1.2 The applicant shall complete not less than 15 hours of solo flight time in helicopters, including 3 hours of solo cross-country flight time with at least one flight with landings at not less than three points, the distance between each of them is 40 km.

2.3.4.1.2 The applicant shall receive dual ground and flight instruction in helicopters from an authorized flight instructor.

2.4 *Commercial pilot license*

2.4.2 *Privileges of the holder of the licence and the conditions to be observed in exercising such privileges*

2.4.2.1 The privileges of the holder of a commercial pilot license-helicopter shall be:

a) To exercise the privileges of the holder of a private pilot license;

b) To act as pilot-in-command of an helicopter of the same model in which he was authorized to act as a pilot-in-command, engaged in operations other than commercial air transport;

c) To act as pilot-in-command of the above mentioned helicopter, engaged in commercial air transport, whose overall weight is not more than 5,700 kg;

d) To act as co-pilot of the above-mentioned helicopter, engaged in commercial air transport and required to be operated with a co-pilot.

2.4.2.2 In order to exercise his privileges at night, the applicant shall hold a VFR night flight rating.

2.4.3 *Specific requirements for the issue of the aeroplane category rating*

2.4.3.1 The requirements concerning commercial pilot with ultralight rating are different and lenient in comparison to those concerning aeroplane rating.

2.4.3.1.1 The 200 or 150 hours, as the case may be, shall be accumulated in the preceding 2 years. Credit for experience under instruction in a synthetic flight trainer is limited to a maximum of 5 hours.

2.4.3.1.1.1 50 hours of cross country flight time, each flight with a landing at an airport which is situated

at least 100 km from the airport of departure, and at least one cross country flight with two full-stop landings at two airports, the distance between which is at least 300 km.

2.4.4 *Specific requirements for the issue of the helicopter category rating*

2.4.4.1.1 The applicant shall complete not less than 150 hours of flight time.
No credit is granted for instruction in a synthetic flight trainer.

2.4.4.1.2 The applicant shall complete at least 100 hours in a motorized aircraft, including at least 50 hours in helicopters;
100 hours as pilot-in-command, including a cross-country flight in the course of which landings at 3 different points, the distance between each of them is at least 100 km, shall be made;

2.4.4.2 40 hours of instruction time at an authorized school, including at least 15 hours in helicopters; 10 hours as a pilot-in-command in helicopters, including 5 landings and take-offs at night, and 3 different helicopter landing areas.

2.5 *Multi-crew pilot license appropriate to the aeroplane category*

Not implemented

2.6 *Airline transport pilot license*

2.6.1.1 The applicant shall be not less 23 years of age.

2.6.3 *Specific requirements for the issue of the aeroplane category rating*

2.6.3.1.1 1500 hours of flight time, performed within the preceding 10 years. In case the applicant has accumulated at least 2500 hours of flight time, he will be credited with all these hours if at least 200 hours were accumulated within the preceding two years.

100 hours of cross-country flight time, or 200 hours of cross-country flight time as co-pilot, including at least 25 hours of night flight.

75 hours of instrument time, of which not more than 25 hours may be instrument ground time.

2.6.4 *Specific requirements for the issue of the helicopter category rating*

2.6.4.1.1 The applicant shall have completed not less than 1500 hours of flight time which were accumulated within the preceding 10 years. In case the applicant has accumulated at least 2500 hours of flight time, he will be credited with all those hours if 200 of them were performed in helicopters within the preceding 2 years.

2.6.4.1.1.1 The 1500 hours flight time shall include:

a) 200 hours as pilot-in-command of helicopters and additional 50 hours as co-pilot of helicopters, performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command.

b) 100 hours of night flight time as pilot-in-command or co-pilot, including 15 hours on helicopters;

c) 500 hours of cross-country flight time, including 25 hours as pilot-in-command at night;

d) 75 hours of instrument time, including not more than 25 hors of instrument ground time and not less than 25 hours as pilot-in-command in instrument conditions;

e) 250 hours flight time of multi-engines helicopter.

2.6.5 Not implemented.

2.7 *Instrument rating*

2.7.1 *Requirements for the issue of the rating for aeroplanes, airship, helicopter and powered-lift category rating*

2.7.1.2 The applicant shall demonstrate his ability to perform the required procedures and maneuvers while operating a multi-engined aeroplane solely by reference to instruments with one engine inoperative, if the required license is on multi-engine aeroplane.

2.7.3 *Experience*

2.7.3.1 The applicant shall hold at least a current private pilot license with an aircraft rating

appropriate to the required instrument rating.

2.7.4 *Flight Instruction*

2.7.4.1 At least half of the time mentioned in 2.7.3.2 shall be gained by receiving dual instrument flight instruction, including at least 10 hours within the preceding 6 month.

2.8 *Flight instructor rating appropriate to aeroplanes, airships, helicopters and power-lifts*

2.8.1.1 The applicant shall pass successfully a theoretical training course for flight instructors, containing all the knowledge requirements of 2.8.1.1, and shall have demonstrated a level of knowledge appropriate to the holder of a flight instructor rating in the areas mentioned in 2.8.1.1 and other areas mentioned in Regulation 136.

2.8.1.2 The applicant shall hold a current commercial pilot certificate.

2.8.1.3 The applicant shall pass successfully a theoretical as well as a flight-training course for flight instructors. His flight instructor shall hold a flight instructor certificate and shall have instruction experience of at least 500 hours, including at least 300 hours in aeroplanes.

2.9 *Glider pilot license*

Glider pilot shall hold a private pilot license, or a commercial pilot license, with a glider rating.

2.9.1.1 The applicant for a private pilot license shall be not less than 17 years of age. The applicant for a commercial pilot license shall be not less than 18 years of age.

2.9.1.2 The knowledge requirements are those of private pilot license or commercial pilot license, as the case may be. The applicant for a private pilot license with a glider rating is exempted from knowledge requirements concerning use of navigational aids.

2.9.1.3.1 The applicant shall have completed not less than:

a) For private pilot license with a glider rating, one of the following:

(1) 70 solo flights in a glider, including 20 flights in each of which at least one 360 degrees turn was performed;

(2) 7 hours of solo flight in a glider, including 35 launches with a towing car or 20 take-offs with a towing aeroplane;

(3) 40 hours of flight time in a glider, an ultralight and an one-engine aeroplane, including at least 10 solo flights in a glider, in each of which one 360 degrees turn was performed.

b) For commercial pilot license with a glider rating:

(1) 25 hours of flight time in an aircraft, including 20 hours of gliding, and 100 gliding as a pilot-in-command, including 25 glidings in each of which 360 degrees turns were performed;

(2) Or 200 hours of flight time in a heavier-than-air aircraft, including 20 hours of gliding in which 360 degrees turns were performed.

2.9.2 The privileges of the holder of a private pilot license with a glider rating shall be to act as a pilot-in-command of a glider for non-commercial purposes, but he is not allowed to carry passenger unless he has completed at least 30 hours of gliding time, or 10 hours of gliding - if he has also an aeroplane rating.

The privileges of the holder of a commercial pilot license with a glider rating shall be to act as a pilot-in-command of any glider.

2.10 *Free balloon pilot license*

Free balloon pilot (or manned balloon pilot, as it is called in the Regulations) shall hold a private pilot license, or a commercial pilot license, with a manned balloon rating.

2.10.1 *Requirements for the issue of the licence*

2.10.1.1 The applicant for a private pilot license shall be not less than 17 years of age. The applicant for a commercial pilot license shall be not less than 18 years of age.

2.10.1.2 The knowledge requirements are those of private pilot license or commercial pilot license, as the case may be. The applicant for a commercial pilot license with a manned balloon rating is exempted from knowledge requirements concerning principles of practical navigation applicable to cross-country flight.

2.10.1.3.1 The applicant shall have completed not less than:

a) Private pilot license with manned balloon rating:

(1) 10 hours of flight in a manned balloon using hot air or gas, including 6 hours under the supervision of a commercial pilot with manned balloon rating, which include:

(a) 2 flights of one hour each, if the balloon uses gas, or 2 flights of 30 minutes each, if the balloon uses hot air by an on-board heating facility;

(b) A controlled ascending to at least 5000 feet above the departure point in a balloon that uses gas, or 3000 feet with a balloon that uses hot air by an on-board heating facility.

(2) If there is no heating facility on board the balloon - 6 hours of flight time in a manned balloon under the supervision of a commercial pilot with manned balloon rating, including at least one solo flight.

b) A commercial pilot license with manned balloon rating:

(1) 35 hours of flight time in a balloon that uses gas or hot air with heating facility, including:

(a) 20 hours in a manned balloon;

(b) 10 hours in a manned balloon, which includes:

1. 6 hours under supervision of a commercial pilot with manned balloon rating;

2. 2 solo flights;

3. 2 flights of at least 2 hours each in a balloon that uses gas, or 2 flights of at least one hour each in a balloon that uses hot air;

4. One take-off under supervision of a commercial pilot with manned balloon rating for at least 10,000 feet above the departure point with a balloon that uses gas, or 5000 feet in a balloon that uses hot air;

(2) 10 hours in a hot air manned balloon without a heating facility, including;

(a) 6 hours under supervision of a commercial pilot with manned balloon rating;

(b) 2 solo flights.

2.10.1.3.2 The applicant for a private pilot license with manned balloon rating shall have gained, from a flight instructor with appropriate rating, ground and flight instruction, in a manned balloon, in the following areas:

(1) Preparation of the balloon for flight;

(2) Operating the on-board heating facility - if there is such a facility;

(3) Landings;

(4) Emergency procedures and use of the mooring facility.

2.10.1.3.3 In order to exercise his privileges at night, the applicant shall hold a VFR night flight rating.

2.10.2 *Privileges of holder of the licence and the conditions to be observed in exercising such privileges*

2.10.2.1 The privileges of the holder of a private pilot license with manned balloon rating shall be to act as a pilot-in-command of a balloon:

(1) In day time and under conditions of VFR only;

(2) In a balloon carrying passengers for non-commercial purposes, provided he accumulated at least 20 hours of flight time in a balloon.

The privileges of the holder of a commercial pilot license with a manned balloon rating shall be:

(1) To act as a pilot-in-command of a manned balloon;

(2) To instruct in a manned balloon under conditions of VFR and in day time only.

(3) To operate a manned balloon without a heating facility, if he demonstrated his abilities in such a balloon. Such limitation will be stated in his license. In case he has

demonstrated his abilities in a balloon with a heating facility, the limitation will be erased.

There are certain limitations for exercising the privileges, which apply to the holders of private and commercial licenses.

2.10.2.2 In order to exercise his privileges at night, the applicant shall hold a VFR night flight rating.

Chapter 3

3.2 *Flight navigator license*

3.2.1 *Requirements for the issue of the licence*

3.2.1.1 The applicant shall be not less than 21 years of age.

3.2.1.3.1 The applicant shall have completed not less than:

(a) 200 hours of air navigation in an aircraft in cross-country flights, including not less than 30 hours by night;

(b) 25 location fixations in accordance with celestial observations by night, and 25 such fixations by day time, by using radio, altimetry or other navigational aids, and the use of such fixations for aircraft navigation.

In case the applicant is an airline transport pilot, the Licensing Authority may credit him for half of his flight time as a pilot, instead of half of the flight time required for flight navigator, unless such flight time is required by night.

In case the applicant has completed a flight navigation course, he shall be considered as if he has met the above mentioned experience conditions.

3.3 *Flight engineer license*

3.3.1 *Requirements for the issue of the licence*

3.3.1.1 The applicant shall be not less than 21 years of age.

3.3.1.3.1 The applicant shall have completed not less than 100 hours of flight time in the performance of the duties of a flight engineer, which were accumulated within the preceding 12 months. 60 hours of the total 100 hours may be performed in a flight simulator approved by that Licensing Authority.

3.3.1.3.1.1 Not implemented.

3.3.1.3.2 Not implemented.

3.3.2 *Privileges of the holder of the licence and the conditions to be observed in exercising such privileges*

3.3.2.1 The privileges of the holder of a flight engineer license shall be to act as flight engineer of any type of aircraft on which he received his license, provided that within the period of 12 months preceding to that flight he has demonstrated, under the supervision of a pilot-in-command or a holder of a flight engineer license, his ability to act in that capacity, has specialized in the appropriate knowledge and accumulated the experience needed to perform his duties.

3.3.2.2 No person shall act as a flight engineer in an aircraft, unless he has an appropriate rating of that aircraft, and on which he performed within the preceding 45 days:

(1) 2 hours flight time as a flight engineer;

(2) Demonstrated his ability to act as a flight engineer.

3.4 *Flight radiotelephone operator*

All holders of pilot licenses are required to hold a separate flight radiotelephone operator license.

Chapter 4

4.2 *Aircraft maintenance (technician / engineer / mechanic)*

4.2.1 *Requirements for the issue of the licence*

There are 4 types of Aircraft technician for maintenance of aircraft license (hereinafter - aircraft technician):

Aircraft technician type 2;

Aircraft technician type 1;

Aircraft technician limited type 2;

Aircraft technician limited type 1.

Each one of them has its own requirements and privileges.

4.2.1.2 The applicant shall have demonstrated a level of knowledge relevant to the type of license for which he applies.

4.2.1.3 The applicant for aircraft technician type 2 license shall have had the following experience:

(a) 3 years in maintenance, repair or modifications of aircraft, aircraft engines or components, including at least 6 month experience in the rating for which he applied, which was attained within the preceding 2 years.

(b) The Administrator is allowed to reduce the period of experience:

(1) To 2 years, if in his opinion only such experience is required for such rating, or if the applicant has satisfactorily completed an approved training course;

(2) To 18 month, if the period of experience which is required by the CAA is only 2 years, and the applicant has satisfactorily completed an approved training course.

The applicant for aircraft technician type 1 license shall have had the following experience:

(a) 4 years in overhaul, repair or modifications of aircraft, aircraft engines and components, including at least 6 month experience in the rating for which he applied, which was attained within the preceding 2 years.

(b) The Administrator is allowed to reduce the period of experience by a year, if the applicant has satisfactorily completed an approved training course.

The applicant for aircraft technician limited type 2 license shall have had the following experience:

(a) 3 years of experience in maintenance, repair or modifications of aircraft, aircraft engines and components, including at least 6 month experience in the rating for which he applied, which was attained within the preceding 2 years.

(b) The Administrator is allowed to reduce the period of experience to:

(1) 2 years, if in his opinion only such experience is required for such rating, or if the applicant has satisfactorily completed an approved training course;

(2) To 18 month, if the period of experience which is required by the CAA is only 2 years, and the applicant has satisfactorily completed an approved training course.

The applicant for aircraft technician limited type 1 license shall have had the following experience:

(a) 3 years of experience in overhaul, repair or modifications of aircraft, aircraft engines and components, including at least 6 month experience in the rating for which he applied, which was attained within the preceding 2 years.

(b) The Administrator is allowed to reduce the period of experience by a year, if the applicant has satisfactorily completed an approved training course.

4.2.1.4 A course of training is not compulsory.

4.2.2 *Privileges of the holder of the licence and the conditions to be observed in exercising such privileges*

4.2.2.1 The privileges of the holder of an aircraft technician type 2 are to:

(1) Certify, within the framework of a repair station or an operator who is a maintenance license, aircraft, aircraft engines or components, which are registered in his rating, as airworthy after an authorized maintenance, repair or modification were performed;

(2) To sign a maintenance certification and release.

The privileges of the holder of an aircraft technician type 1 are to certify aircraft, aircraft engines or components, which are registered in his rating, as airworthy after an authorized overhaul, repair, modifications and special procedures were performed, provided that the

holder is operating within the framework of a repair station or an operator who holds a maintenance license.

The privileges of the holder of the holder of an aircraft technician limited type 2 are to certify, within the framework of an authorization institute in which he operates, aircraft, aircraft engines or components, which are registered in his rating, as airworthy after an authorized maintenance, repair or modifications were performed.

The privileges of the holder of an aircraft technician limited type 1 are to certify, within the frameworks of an authorization institute in which he operates, aircraft, aircraft engines or components, which are registered in his rating, as airworthy after an authorized overhaul, repair, modification or special procedures were performed.

4.4 *Air traffic controller license*

4.4.1.1 Age:

An Israeli Defense Force Controller, engaged in controlling civil aviation traffic, shall not be less than 18 years of age.

4.4.1.3 The applicant:

(a) Within the preceding 2 years performed as a pilot or as a flight navigator, including 3 months' satisfactory service engaged in the actual control of air traffic under the supervision of a holder of an air traffic controller license with a trainer rating; or

(b) Has completed, within the preceding 6 months, a basic air traffic control course and thereafter has completed 3 months' of satisfactory service engaged in the actual control of air traffic under the supervision of a holder of an air traffic controller license with a trainer rating.

4.5 *Air traffic controller ratings*

4.5.1.1 c) and d) Rating categories are not implemented.

Radar rating is applicable instead of f) - area control surveillance rating.

4.5.2.2.1 b)1) The applicant for an aerodrome control rating shall have provided, satisfactorily, under the supervision of a holder of an air traffic controller license with an aerodrome control rating,:

(1) An aerodrome control service, for a period of one month within the preceding 6 months at the unit for which the rating is sought, if the applicant holds an approach control rating; or

(2) An aerodrome control service, for a period of 3 months at the unit for which the rating is sought.

4.5.2.2.1 b)2) The applicant for an approach control rating shall have provided, satisfactorily, under the supervision of a holder of an air traffic controller license with an approach rating, an approach control service, for a period of 2 months within the preceding 6 months, at the unit for which the rating is sought.

The applicant for an area control rating, which holds approach rating, shall have provided, satisfactorily, under the supervision of a holder of an air traffic controller license with an area rating, an area control service, for a period of 2 months within the preceding 6 months at the unit for which the rating is sought, or 3 months of such service, which may overlap the experience requirements of Reg. 259 (1).

4.5.2.2.1 b)3) The applicant for a radar control rating, shall have provided, satisfactorily, under the supervision of a holder of an air traffic controller license with a radar control rating, an area control service, for a period of 2 months within the preceding 6 month, at the unit for which the rating is sought.

4.5.2.4 Not implemented.

4.6 *Flight operations officer / flight dispatcher license*

4.6.1.2 The following subjects are not specifically mentioned in Reg. 291: d), e), f), g), h), I), m), n) and o).

4.6.1.3.1 A similar experience in regular military service is acceptable.

4.6.1.3.2 Not implemented.

4.7 *Aeronautical station operator license*

Not implemented.

Chapter 6

6.2 *Requirements for medical assessments*

6.2.2 Paragraph d) is not implemented.

6.2.3.1 Paragraphs a) and b) are not implemented.

6.3 *Class 1 medical assessment*

6.3.2.2.1 Not implemented.

6.3.2.5.1 Electrocardiography shall be included in reexamination of applicants of up to 40 years of age every 2 years, and thereafter no less than annually.

6.3.2.18 The exception is not implemented.

6.3.2.18.1 Not implemented.

6.3.2.18.2 Not implemented.

6.3.2.23 An applicant who has undergone birth is not permitted to exercise the privileges of her license until she has undergone re-examination and has been assessed as fit.

6.3.2.23.1 Not implemented.

6.3.3.3 (b) The applicant is not required to wear corrective lenses when exercising the privileges of the license or rating applied for or held.

6.3.3.4.1 Not implemented.

6.4 *Class 2 medical assessment*

6.4.2.2.1 Not implemented.

6.4.2.16 The second paragraph is not covered by the Regulations.

6.4.2.17 The exception is not covered by the Regulations.

6.4.2.17.1 Not implemented.

6.4.2.17.2 Not implemented.

6.4.2.22.1 Not implemented.

6.4.3.3.1 Not implemented.

6.5 *Class 3 medical assessment*

6.5.2.2.1 Not implemented.

6.5.2.7 The second sentence is not covered by the Regulations.

6.5.2.15 The second paragraph is not covered by the Regulations.

6.5.2.16 The exception is not covered by the Regulations.

6.5.2.16.1 Not implemented.

6.5.3.3 Paragraph b) is not covered by the Regulations.

6.5.3.4.1 Not implemented.

6.5.4.1 The applicant should be tested not less than once than every 5 years, regardless of his age.

Notes:

1. The terms “Not implemented” and “Not covered by the Regulations” are synonymous.

2. The references to the Laws and Regulations are based on the list of Laws and Regulations in AIP ISRAEL - GEN 1.6-1 and 2.

2. ANNEX 2 - RULES OF THE AIR, 10th edition

Chapter 3

3.1.3 *Cruising levels*

Within the Tel-Aviv FIR/CTA/UTA, aircraft shall follow standard ICAO procedure over the water area, and altitude according to regional QNH when over the land area as altimeter setting procedure.

3.3.1.2 *Flight-Plan*

Scheduled flights of a repetitive nature, shall file Repetitive flight plans with the Tel-Aviv/Ben-Gurion AIS office as per ICAO Doc. 4444 (att. 'K').

Chapter 5 *Instrument Flight Rules*

5.3 *Rules applicable to IFR flights outside controlled airspace*

Not applicable.

Appendix 3 *Tables of cruising levels*

Reference shall be made to the AIP, page ENR 1.7-2 for table of cruising altitudes.

Appendix 4 *Unmanned free balloons*

para 5.1.1 Notification shall be made to the nearest ATC unit at least six hours prior to balloon launch, and immediately after actual launching has taken place.

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3. ANNEX 3 - METEOROLOGY, 17th edition: NIL.

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4. ANNEX 4 - AERONAUTICAL CHARTS, 11th edition

Chapter 3

3.2.1 TBD

Chapter 16

16.2.1 The world aeronautical chart (1:1,000,000) is not yet being produced

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5. ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, 5th edition: NIL

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6. ANNEX 6 - Operations of Aircraft, .

Part I - International Commercial Air Transport – Airplanes, 9th edition

Chapter 3

3.1 *General*

While flying in the territory of another country, an operator of an Israeli aircraft shall comply with the requirements concerning flights and maneuvering an aircraft in force in that country.

3.6 There is no requirement for a flight safety official in Part 12 (Air Taxi Operations).

Chapter 4

4.1 *Operating facilities.*

4.1.2 Not implemented.

4.2 *Operational certification and supervision.*

4.2.1.1 An operator engaged in commercial air transport is required to be in possession of both
4.2.1.2 commercial operator license and operations license.

4.2.4 Not covered by the Regulations.

4.2.6.1 These requirements are implemented in practice but are not specifically covered by the
4.2.6.2 Regulations. An operator is required to satisfy the CAA that he is capable to operate flights safely to each airport and over each route.

4.2.7.2 An operator is required to include in the operations manual aerodrome operating minima for each aerodrome to be used in operations, but the specific requirements of 4.2.7.2 are not covered by the Regulations.

4.2.10.2 Part 12 does not require an operator to include those rules in the operations manual, but rather to maintain a personal record for each airman, which has to include such information.

4.2.10.4 Under Part 12 (Air Taxi Operations) and part 13 (Commercial Operations of large Aircraft) there is no requirement for the operator to maintain records on the total cosmic radiation for flight above 15,000 m (49,000 ft).

4.2.11.3 This requirement is not specifically covered by the Regulations.

4.3 *Flight preparation*

4.3.4.1.2 Paragraph a) applies to all types of aircraft operated under Part 12.

4.3.4.2 Under Part 12 there is no requirement for the designation of en-route alternate aerodrome for extended range operation with two turbine power-units.

4.3.6.2 Under Part 12, an air-taxi operator is not allowed to operate an aircraft under IFR conditions, unless the amount of fuel is sufficient to allow the aeroplane to fly to the first planned aerodrome and then to fly to the alternate aerodrome and thereafter to fly 45 minutes in regular cruising speed.

4.3.6.3 Under Part 12 the amount of time differs.

4.3.6.4 Under Part 12 the requirements for procedures prescribed in the operations manual in the case of loss of pressurization and other contingencies are not regulated.

4.3.7.1, 4.3.7.2 These requirements are not covered by the Regulations.

4.4 *In-flight procedures*

4.4.6 There is no specific mention of safeguarding of flight attendants.

4.4.8.1 Instrument approach procedures for each airport are published in the AIP by the CAA.

4.4.9.2 Not implemented.

4.5 *Duties of pilot-in-command*

4.5.2 This requirement is not specifically mentioned in the Regulations.

4.5.5 Under Part 12 a journey log book is not required for air taxi operations. A Part 13 operator is required to maintain a dispatch form, which includes the information listed in 11.5.1.

4.6 *Duties of flight operations officer / flight dispatcher*

4.6.1 Under Part 12 there is no requirement to develop the duties of flight operations/flight dispatcher.

4.6.2 This requirement is not covered by the Regulations.

4.7 *Additional requirements for extended range operations by aeroplanes with two turbine power - units (ETOPS)*

4.7.1-4.7.4 No regulations were established under Part 12 to specify a threshold time for operations under that Part to meet ETOPS requirements.

4.7.3;4.7.4 Not implemented.

Chapter 6

6.1 *General*

6.1.2 The minimum equipment list is not required to be included in the operations manual.

6.1.3 There is no requirement under Part 12 for the operator to provide operations staff and flight crew with an aircraft operating manual.

6.2 *All aeroplanes on all flights*

6.2.2 a) This requirement applies to Part 12 aircraft with more than 19 authorized seats and to Part 13 aircraft.

6.2.4.1, 6.2.4.2 There are no requirements under Parts 12/13 related to marking of break-in points.

6.3 *Flight recorders*

6.3.1.5 Not implemented.

6.4 *All aeroplanes operated as VFR flights*

6.4.2 Not implemented. However, for controlled VFR flights an aircraft is required to be equipped, in addition to 6.4.1, with operative transponder and VHF transmitter-receiver.

6.5 *All aeroplanes on flights over water*

6.5.1 Under the regulations there are no specific requirements concerning seaplanes.

6.6 *All aeroplanes on flights over designated land areas*

Under Part 12, there are no specific requirements concerning flights over designated land areas.

6.7 *All aeroplanes on high altitude flights*

6.7.3, 6.7.4 Not implemented.

6.12 *All aeroplanes operated above 15,000 m (49,000 ft) - radiation indicator*

Under Parts 12/13 there are no requirements for the operator to carry equipment to measure and indicate the dose rate of cosmic radiation being received.

6.14 *Mach number indicator*

Not implemented.

6.15 *Aeroplane required to be equipped with ground proximity warning systems (GPWS)*

6.15.1 All Part 13 turbine engine aeroplanes Part 12 turbine engine aeroplanes with 10 seats or more, are required to be equipped with ground proximity warning systems.

6.15.6 Not implemented.

6.17 *Emergency locator transmitter (ELT)*

6.17.1 Only one ELT is required.

6.18 *Aeroplanes required to be equipped with an airborne collision avoidance system (ACAS II)*

6.18.1 This requirement is in force as of 1989.
6.18.2

6.18.3 Currently only aeroplanes operated under Part 13 are required to be equipped with ACAS.

6.18.4 There is no requirement for ACAS to operate in accordance with the relevant provisions of Annex 10, Volume IV.

6.20 *Microphones*

Only for those aircraft which are required, and equipped, to record the uninterrupted audio signals received by a boom or a mask microphone the flight crewmembers are required to use the boom microphone below 18,000 feet mean sea level.

Chapter 7

7.2 *Navigation equipment*

7.2.1 There is no requirement for an aeroplane to be provided with navigation equipment in accordance with RNP types for navigation.

7.2.3 There is no requirement for flights to be operated in defined portions of airspace, applying RVSM above FL 290.

Chapter 9

9.1 *Composition of the flight crew*

9.1.4 Operations under Part 12 do not require flight navigator.

9.4 *Qualifications*

9.4.1 Under Part 13, recency of experience for the pilot-in-command may be carried out in a flight simulator approved for that purpose.

9.4.3.3 There is no requirement under Part 12 for the pilot-in-command to have made an actual approach into each aerodrome of landing on the route, accompanied by a pilot who is qualified for the aerodrome.

9.4.4 Under Part 12 the pilot second-in-command is required to demonstrate proficiency only once during a period of one year.

Chapter 10

10.1 *Flight operations officer / flight dispatcher*

There is no requirement under Part 12 that a flight operations officer / flight dispatcher, when employed in conjunction with an approved method of flight supervision requiring the services of licensed flight operations officer / flight dispatcher be licensed in accordance with the provisions of Annex 1.

Chapter 11

11.5 *Journey log book*

11.5.2 Not implemented.

11.5.3 The documents should be retained for at least 90 days.

11.6 *Records of emergency and survival equipment carried.*
Not implemented.

Chapter 12

12.5 *Flight time, flight duty periods and rest periods*
Not implemented.

Chapter 13

Security

Security requirements are made under the Air Navigation Law (Security in Civil Aviation), 1977.

Appendix 2 Some of the requirements on the contents of the operations manual are not fully covered in Part 12-241 (b) and Part 13-394.

Part II - International General Aviation – Aeroplane, 7th edition

Chapter 3

3.5 *Availability of SAR services information*
This requirement is not specifically covered by the Regulations.

Chapter 4

4.7 *Destination Alternate aerodromes*
For a flight to be conducted under instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the flight plan irrespective of whether the aerodrome of intended landing is isolated.

4.11 *In-flight emergency instruction*
This requirement is not covered by the Regulations.

4.12 *Weather reporting by pilots*
4.13
This requirement applies to the operation of aircraft under IFR only.

4.15 *Flight crew members at duty stations*
In respect of all flight crew members being absent from their stations, no distinction is made between the take-off, landing and en route phases of flight.

4.17 *Instruction - general*
This requirement is not covered by Part 2 (General Aviation).

4.18 *Refueling with passengers on board*
4.18.1 Not implemented.

4.18.2 Not implemented.

Chapter 6

6.1 *All aeroplanes on all flights*
6.1.3.1.2 This requirement is covered in general terms only.

Not implemented.

6.2 *All aeroplanes operated as VFR flights*

6.2.2 Under the Regulations, all VFR flights within the Israel FIR are controlled.

6.3 *All aeroplanes on flights over water*

6.3.1 Under the Regulations there are no specific requirements concerning seaplanes.

6.3.3 This requirement applies to large and turbine-powered multiengine aeroplanes only.

6.4 *All aeroplanes on flights over designated land areas*

No land areas in Israel have designed as areas in which search and rescue would be especially difficult.

6.5 *All aeroplanes on high altitude flights*

6.5.2
6.5.3 Not implemented.

6.8 *All aeroplanes complying with the noise certification standards in Annex 16 Volume I.*

All aeroplanes are not required to carry a document attesting noise certification.

6.9 *Aeroplanes required to be equipped with ground proximity warning systems (GPWS)*

There is no current requirement for ground proximity warning system. An altitude alerting system is required in all turbojet-powered Israeli registered aeroplanes.

6.10 *Flight recorders*

6.10.1.5
6.10.1.5.1 There is no current requirement for recording of digital communications.

6.10.2 The Regulations require that flight data recorders be capable of retaining the information recorded during at least 8 hours of their operation.

6.10.5.1 The cockpit voice recorder shall be capable of retaining the information recorded during at least the last 15 minutes of its operation.

6.10.5.2 Not implemented.

6.10.9 The Regulations do not specify that operational checks and evaluations of recordings from the flight data and cockpit voice recorder systems be conducted to ensure the continued serviceability of the recorders.

6.11 *Mach number indicator*

This requirement is not covered by the Regulations.

6.14 *Microphones*

Not implemented.

Chapter 7

7.2 *Navigation equipment*

7.2.3 There is no requirement for flights to be operated in defined portions of airspace, applying RVSM above FL 290.

Part III - International Operations – Helicopters, 7th edition
Sec. II

Chapter 1

1.6 There is no requirement under Part 12 for an operator to establish and maintain an accident prevention and flight safety program.

Chapter 2

2.1 *Operating facilities*

2.1.2 Not implemented.

2.2 *Operational certification and supervision*

2.2.2.1 Some of the requirements listed in Appendix 2 are not required under Part 12.

2.2.3.2 This requirement is not specifically covered by the Regulations.

2.2.4 This requirement is not covered by the Regulations.

2.2.6 These requirements are implemented in practice but are not specifically covered by the Regulations. An operator is required to satisfy the CAA that he is capable to operate flights safety to each airport and over each route.

2.2.7.2 An operator is required to include in the operations manual aerodrome operating minima for each aerodrome to be used, but the specific requirements of 2.2.7.2 are not covered by the Regulations.

2.2.7.3 This requirement is not covered by the Regulations.

2.2.9.2 Part 12 does not require an operator to include those rules in the operations manual, but rather to maintain a personal record for each airman, which has to include such information.

2.2.10.3 This requirement is not specifically covered by the Regulations.

2.3 *Flight preparation*

2.3.4.2, 2.3.4.3 These requirements are not covered by the Regulations.

2.3.6.2 The helicopter should carry sufficient amount of fuel in order to allow it to fly to the heliport to which the flight is planned and to fly thereafter for a period of 20 minutes at best-range speed.

2.3.6.3.1 This requirement is not covered by the Regulations.

2.3.6.3.2 Under Part 12, an air-taxi operator is not allowed to operate an aircraft under IFR conditions, unless the amount of fuel is sufficient to allow the aircraft to fly to the first planned aerodrome and then to fly to the alternate aerodrome and thereafter to fly 45 minutes in regular cruising speed.

2.3.6.3.3 Not implemented.

2.3.6.4 Under Part 12, the requirements for procedures prescribed in the operations manual in the case of loss of pressurization and other contingencies are not regulated.

2.3.7 This requirement is not covered by the Regulations.

2.4 *In-flight procedures*

2.4.6 This requirement is not covered by the Regulations.

2.4.8.1 Instrument approach procedures for each airport are published in the AIP by the CAA.

2.4.9 Not implemented.

2.5 *Duties of pilot-in-command*

2.5.2 This requirement is not specifically mentioned in the Regulations.

2.5.5 Under Part 12, a journey log book is not required for air taxi operations. A Part 13 operator is required to maintain a dispatch form, which includes the information listed in 9.4.1.

2.6 *Duties of flight operations officer / flight dispatcher*

2.6.1 Under Part 12 there is no requirement to develop the duties of flight operations / flight dispatcher.

2.6.2 This requirement is not covered by the Regulations.

Chapter 3

3.1 General

3.1.2 This requirement is not covered by the Regulations.

3.1.3 This requirement is not covered by the Regulations.

3.1.4 This requirement is not covered by the Regulations.

3.1.5 This requirement is not covered by the Regulations.

3.2 *Applicable to helicopters certificated in accordance with Part IV Annex 8*

3.2.1 This requirement is not covered by the Regulations.

3.3 *Obstacle data*

3.3.1 This requirement is not covered by the Regulations.

3.3.2 This requirement is not covered by the Regulations.

Chapter 4

4.1 General

4.1.2 The minimum equipment list is not required to be included in the operations manual.

4.1.3 There are no requirements under Part 12 for the operator to provide operations staff and flight crew with an aircraft operating manual.

4.2 *All helicopters on all flights*

4.2.2 a) This requirement applies to Part 12 aircraft with more than 19 authorized seats and to Part 13 aircraft.

4.2.4.1 4.2.4.2 There are no requirements under Parts 12/13 related to marking of break-in points.

4.3 *Flight recorders*

4.3.1.5 Not implemented.

4.3.1.6 The CAA does not require the use of combination recorders at this time. Currently if a combination CVR/FDR is used, then separate CVR or FDR must also be installed.

4.3.3 4.3.4 In Israel the effective date for the FDR/CVR rule is 11 October 1991, and the requirement is based on the number of pilots and/or the number of passenger seats, rather than on weight. The CAA also does not require main rotor speed to be recorded on the CVR, if no FDR is installed.

4.3.5 The requirement is based on the number of pilots and/or the number of passenger seats, rather than on weight.

4.3.6 The Regulations requires only the last 15 minutes to be recorded - for a rotorcraft authorized to carry at least 6 passengers, or 30 minutes - for a rotorcraft authorized to carry at least 20 passengers.

4.4 *All helicopters operated in accordance with visual flight rules*

4.4.2 All VFR flights in Israel are controlled, and an aircraft is required to be equipped, in addition to 4.4.1, with operative transponder and VHF transmitter-receiver.

4.5 *All helicopters on flights over water*

4.5.2.3 The Regulations do not make a distinction between classes of helicopters/

4.5.2.6 Not implemented.

4.6 *All helicopters on flights over designated land areas*

Under the Regulations there are no specific requirements concerning flights over designated land areas.

4.7 *Emergency locator transmitter (ELT)*

4.7.1 Only one ELT is required for one raft carried.

4.7.2 See 4.6.

4.7.3 The ELT shall comply with TSO-C91.

4.7.4 This requirement is not covered by the Regulations.

4.8 *All helicopters on high altitude flights.*

4.8.3 4.8.4 The Regulations for helicopters do not address these requirement.

4.11 *All helicopters when operated at night*

4.11.2 Not implemented.

4.16 *Microphones*

Only for those aircraft which are required, and equipped, To record the uninterrupted audio signals received by a boom or a mask microphone the flight crew members are required to use the boom microphone below 18,000 feet mean sea level.

Chapter 5

5.2 *Navigation equipment*

There is no requirement for an aircraft to be provided with navigation equipment in accordance with RNP types for navigation.

Chapter 6

6.2 *Maintenance manual*

6.2.4 This requirement is not specifically covered by the Regulations.

Chapter 7

7.4 *Qualifications*

7.4.3.3 The pilot-in-command shall have made an actual landings and take-offs at representative airport/airports on the route.

7.4.4 Under Part 12 the pilot second-in-command is required to demonstrate proficiency only once during a period of one year.

Chapter 8

8.1 *Flight operations officer / flight dispatcher*

There is no requirement Under Part 12 that a flight operations / flight dispatcher, when employed in conjunction with an approved method of flight supervision, requiring the services of licensed flight operations officer / flight dispatcher be licensed in accordance with the provisions of Annex 1.

8.2 Not implemented. See 8.1.

8.3 Not implemented. See 8.1.

8.4 Not implemented. See 8.1.

Chapter 9

9.4 *Journey log book*

9.4.2 Not implemented.

9.4.3 The documents should be retained for at least 90 days.

9.5 *Records of emergency and survival equipment carried*

This requirement is not covered by the Regulations.

Chapter 10

10.4 *Cabin crew*

Not implemented.

Chapter 11

Security requirements are made under the Air Navigation Law (Security in Civil Aviation), 1977.

Sec. III

Chapter 2

2.7 *Alternate heliports*

2.7.2 Not implemented.

2.7.3 Not implemented.

2.8 *Fuel and oil supply*

2.8.3.3 See Sec. II, 2.3.6.3.2.

2.8.4 See Sec. II, 2.3.6.4.

2.11 *In-flight emergency instruction*

See Sec. II, 2.2.10.3.

2.14 *Fitness of flight crew members*

This responsibility of the pilot-in-command is not specifically covered by the Regulations.

2.16 *Instrument flight procedures*

2.16.1 See Sec. II, 2.4.8.1.

2.17 *Instruction - general*

See Sec. II 2.2.3.2.

2.18 *Refueling with passengers on board, or rotors turning*

2.18.1 See Sec. II, 2.3.7.
2.18.2

Chapter 3

Helicopter performance operating limitation

3.3 See Sec. II, 3.1.4.

3.4 See Sec. II, 3.1.5.

Chapter 4

4.1 *All helicopters on all flights*

4.1.3.2 This requirement is not covered by the Regulations.

4.1.4 See Sec. II, 4.2.4.1 and 4.2.4.2.

4.3 *All helicopters on flights over water*

4.3.2 See Sec. II, 4.5.2.3.

4.3.2.3 See Sec. II, 4.5.2.3.

4.3.2.4 See Sec. II, 4.5.2.4.

4.3.2.6 See Sec. II, 4.5.2.6.

4.4 *All helicopters on flights over designated land areas*

See Sec. II, 4.6.

4.6 *All helicopters operated in accordance with the instrument flight rules.*

4.6 f) Only one attitude indicator (artificial horizon) is required.

4.7 *All helicopters when operated at night*

4.7.2 See Sec. II, 4.11.2.

4.9 *Flight recorders*

4.9.1.5 See Sec. II, 4.3.1.5.
4.9.1.5.1

4.9.1.6 See Sec. II, 4.3.1.6.

4.9.2 Under the Regulations types IV and V flight data recorders shall be capable of retaining the information recorded during at least the last 8 hours of their operation.

4.9.3, 4.9.4 See Sec. II, 4.3.3 and 4.3.4.

4.9.5.1 See Sec. II, 4.3.6.

4.10 *Emergency locator transmitter (ELT)*

4.10.1 See Sec. II, 4.7.1.

4.10.2 See Sec. II, 4.6.

4.10.3 See Sec. II, 4.7.3.

4.10.4 See Sec. II, 4.7.4.

4.12 *microphones*

See Sec. II, 4.16.

Chapter 5

Navigation equipment

5.2 See Sec. II, 5.2.

Chapter 6

6.3 *Maintenance records*

6.3.3 This requirement is not covered by the Regulations.

Appendix Contents of an operations manual

Some of the requirements on the contents of the operations manual required under Sec. II, 2.2.2.1 and as established in the Appendix are not fully covered in Part 12-241.

Notes:

1. The terms “Not implemented” and “Not covered by the Regulations” are synonymous.

2. The references to the Laws and Regulations are based on the list of Laws and Regulations in AIP ISRAEL - GEN 1.6-1 AND 2

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7. ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 5th edition:

No significant differences exist between Annex 7 and the current Israeli regulations.

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8. ANNEX 8 - AIRWORTHINESS OF AIRCRAFT, 11th edition:

Part II

1.1 Applies to all types of aircraft regardless of the date of the application for the certification or type design.

2.4.2 Not implemented.

2.4.4 Not implemented.

3.1 Applies to all types of aircraft regardless of the date of the application for the certification or type design.

3.5 Partially implemented in Reg. 71(a) of ANR (Procedures for Documentation of Aircraft and Aircraft Parts), 1977

3.6 Not implemented.

4.2.2	Not implemented.
5	Not implemented.
Part IIIA	
1.1	The IANR requirements are also for aeroplanes that are of types of which the prototype was submitted before 13 June 2004.
1.1.2	The ANRs requirements are also for aeroplanes that are of types of which the prototype was submitted to the CAA for certification before 22 March 1985
1.2	This requirement is not specifically addressed by the ANRs. However, all large aeroplanes are in fact designed with at least 2 engines. this requirement for removed in amendment 100 of Annex 8 and Part IIIB.
2.3.4.1	Stall testing with one engine inoperative is not required. However, this requirement was removed by amendment 100 to Annex 8 and according to Part IIIB.
4.1.1	The requirement to consider Human Factors principals is not fully complied with.
4.1.6	The requirements in Paragraphs h and g regarding protection against explosives or incendiary devices are not being complied with. The requirement in Para. i(1)regarding the protection of the flight crew compartment is required from 2008. The recommendation in Para. i(2) is not being complied with.
9.3.5	This provision incorporates security into aeroplane design. At this time Israel does not have similar requirements.
11.2	This provision incorporates security into aeroplane design. At this time Israel does not have similar requirements.
11.3	Not covered by the IANRs.
11.4	This provision incorporates security into aeroplane design. At this time Israel does not have similar requirements.
Part IIIB	
3.1.2	The requirement regarding the design, manufacturing and provision of instructions for aeroplane's maintenance and repair with the objective of avoiding hazardous failure is not yet being addressed.
3.8.2	The requirements for failsafe principals and widespread fatigue damage are not yet being addressed by the ANRs.
4.1.1	The requirement to consider Human Factors principals is not fully complied with.
4.2	Protection against explosive or incendiary devices is not required. Design of flight control system against incorrect assembly is not required.
6.1.1	The requirement that the instruments and equipment design shall consider Human Factors principals is not fully complied with.
6.5	This standard is addressed by generic conditions ensuring an equivalent level of safety.
7.2.5	Not required.
7.3.5	Not required.
8.1	Not required.
10.2	Not required.
10.4	Not required.
Part IVA	

2.2.2	Helicopters' performance is based on two classification only – Categories A and B. there is no performance classification equivalent to ICAO performance Class II.
2.2.3	Helicopters' performance is based on two classification only – Categories A and B. there is no performance classification equivalent to ICAO performance Class II.
2.2.3.2	En-route performance is based on climb performance, both for all engines operating and one engine inoperative situation. The case of the 2 critical power units inoperative for helicopters having 3 or more engines is not addressed. However, this requirement is not addressed in Part IVB of Annex 8.
4.1	The requirement to consider Human Factors principals is not fully complied with.
4.1.6	The requirement in Par. f for protection against possible instances of cabin depressurization is not being complied with.
4.1.8	Although Ground Handling in not formally addressed, the ANRs which relies on FAR Part 27.497 and FAR Part 29.235 defines taxiing conditions. Therefore, there are some precautions identified.
6.6	Not required in certification of helicopters according to FAR Part 27.
6.8.1	Amendment 100 to Annex 8 introduces new definitions for Category A and B and uses these categories in Part IVB of the Annex. The ANRs which relies on FAR Part 27 and FAR Part 29 are in compliance with Part IVB but not with this standard.
6.8.2	Not required in certification of helicopters according to FAR Part 29.
7.1	The requirement that the instrument and equipment design shall observe Human Factors principals is not fully complied with.
7.4.2	The ANRs does not address the effect of aircraft lights on outside observers. However, visibility to other pilots and the lights effect on the flight crew are being addressed.
Part IVB	
2.2.2	Human performance considerations are not fully addressed.
4.1.1	The requirement to consider Human Factors principals is not fully complied with.
4.1.8	Although Ground Handling in not formally addressed, the ANRs which relies on FAR Part 27.497 and FAR Part 29.235 defines taxiing conditions. Therefore, there are some precautions identified.
5.2.7	Helicopters which are certified according to FAR 27 should comply with the requirement for engine restarting capability regardless of their takeoff mass.
6.1.1	Human Factors are not specifically addressed. However, this requirement is practically covered by many areas.
6.5	This standard is addressed by generic conditions ensuring an equivalent level of safety.
8.1	Not required.
8.5	At this time, the Israeli ANRs does not require automatic activation upon loss of normal power/impact for helicopters for which application for certification was submitted on or after 24 February 2013.
Part V	
1.1.1	The IANR requirements are not limited by date.
1.1.2	There is no minimum takeoff weight limitation for certification.
2.2.4	No requirements for seaplanes.
4.1.1	The requirement to consider Human Factors principals is not fully complied with.
6.1.1	The requirement that the instruments and equipment design shall consider Human Factors principals is not fully complied with.
6.5	This standard is addressed by generic conditions ensuring an equivalent level of safety.
7.2.5	Not required.

8.1 Not required.

Part VI

2.3 The requirement regarding manufacturing methods is not being complied with.

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9. ANNEX 9 - FACILITATION, 13th edition

Chapter 2

2.4 Presentation of a General Declaration is required.

2.5 Specification of the name of crew members is required.

2.7 A detailed cargo manifest is required.

Chapter 3

3.7 Entrance visas for temporary visitors required except when arrangements for their abolishment exists.

3.8 Issuing visas without charge is done on a reciprocal basis only..

3.8.2 Validity of entrance visas is determined by the appropriate authorities.

3.9 In accordance with article 26A of the International Sanitary Regulations, a temporary visitor could required to provide the authorities with a destination address in writing.

3.19 A crew member certificate is accepted only when the crew member is carried as such on the General Declaration.

Chapter 4

4.38 Imported stores if liable to import duties, remain the liability of the operator until taken out of Israel.

4.46 Unaccompanied baggage can not receive the same treatment as accompanied baggage, if not collected by the passenger and cleared in the passenger Customs Hall at the international terminal building.

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10. ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS, I 6th, II 6th, III 2nd, IV 4nd, V 2nd editions: NIL

11. ANNEX 11 - AIR TRAFFIC SERVICES, 13th edition: NIL

12. ANNEX 12 - SEARCH AND RESCUE, 8th edition: NIL

13. ANNEX 13 - AIRCRAFT ACCIDENT INVESTIGATION, 10th edition: NIL

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14. ANNEX 14 - AERODROMES, 5rd edition, vol I

Chapter 5

5.1.4 *Signal panels*

Signal panels and signals area are not provided except LDI.

5.2.2 *Runway designation marking*

Certain military aerodromes which are jointly operated by the IAA and IDFAF have runway designation markings which do not conform to ICAO standards.

5.2.4 *Threshold marking*

Certain military aerodromes which are jointly operated by the IAA and IDFAF have threshold markings which do not conform to ICAO standards.

5.2.12 *Aircraft stands markings*

Aircraft stand markings do not conform to ICAO standards.

5.3.4 *Approach lighting systems*

Identification beacons are not provided.

5.4 *Signs*

Only runway/taxiway intersection signs are provided.

5.5.7 *Unpaved taxiway edge markers*

Not applicable.

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15. ANNEX 15 - AERONAUTICAL INFORMATION SERVICES, 13th edition

Chapter 3

3.2.1 TBD

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16. ANNEX 16 - ENVIRONMENTAL PROTECTION, I 5th, II 3rd editions: NIL

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17. SECURITY - SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE, 9th edition: NIL

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18. ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 4th edition: NIL