



Challenges of AOPA Israel





I am excited to be here, to see so much aviation and GA lovers !

To here and see 32 airplanes arrived from Israel and return to Cyprus after too long absence.

Many thanks to Christos and all friends that act that this event will take place. I hope this event will be just the first for regional mutual events.

It is absolutely clear that most challenges we shared are common and collaboration is required.



AOPA Israel

- ~ 650 members
- ~ 70 private planes (not including LSA)
- 38 years (founded 1976)

Israel 2014

- Population ~ 8 Millions
- 6 Airports open for GA + more then 10 airstrips
- In 2018: ~ 8.5 Millions, 4 Airports



Main challenges:

- Struggle to prevent the closing of Herzelia airfield before a suitable alternative is established.
- Maintaining pilots flight skills and proficiency.
- Matching Regulations to life (SRM).
- Establishing “threshold” requirements for participating in AOPA Israel (and other aeroclubs) fly-in's.



Struggle against the terminating main GA airfields before a suitable alternative is established

Herzelya Airport: main GA Airport: threat of closure in April 2015 with no alternative

- 2'nd GA airport Sde-Dov: closure in 2016
- 2018: no suitable GA airport/airfield in Israel
- AOPA Israel with CAA trying to locate a suitable alternative airfield and delay Herzelya closure



Maintaining pilots flight skills & proficiencies.

- Increasing flight costs.
- Less and less training airspace for flight training.
- Limited availability of instrument and simulated-emergency training (ILS procedures, twin engines pattern training)



Matching/creating Regulations / SOP (SRM).

- Example: 2'nd pilot in a SPO cockpit:
 - Until recently, the pax-pilot is not addressed. Actually non-existing.
 - In practice: in most fatal accidents last decade, 2'nd pilot is considered “a factor”.
 - AOPA Israel leading for approaching the issue with SRM Training.



Doubts regarding the threshold for joining the AOPA Israel (and other aeroclubs) fly-in.

- Is it good to establish criteria and conditions for participation in fly-in's ?
- Do these criteria actually reduce chance of incidents and accidents, or do they only reduce the number of pilots that can participate in fly-in's?



- At least two pilots at each aircraft.
- Any pilot who flies - English Proficiency is valid.
- Minimum Experience 200 flying hours.
- At least one of the pilot – this is not his first international flight.
- At least one pilot with IFR rating (even if not valid for 5 years) . If not met, the pilot must practice IMC training with CFI.
- The team will perform at least one flight as a team on the plan intending to fly, at least one hour for each pilot . At least five takeoffs and landings each.
- Getting SRM instruction.
- Participation in all briefings. If unable: get a private briefing.
- Signing a form to join the Fly-in, confirming that the material is learned and understood, and that met all above conditions.



Flight to Cyprus !

- Cyprus always was a natural destination for AOPA Israel pilots.
- Significant fees rise resulted in dramatic reduction – near zero – of Israeli flights to Cyprus
- Mr. Christos with Hermes re-established reasonable fees level.
- AOPA Israel was happy and proud to re-log Cyprus as a preferred destination.



Thank you !

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