



# אגודת התעופה הכללית בישראל Israel Association of General Aviation

My pilot friends,

The State of Israel is very similar to the aviation in various aspects :  
both are relatively new, started just about 100 years ago.  
both the State of Israel and aviation has developed and advanced very rapidly In the last few decades. Both are heavily rely on technology and their development is based on a continuous improvement of modern technology. Both Israel and the aviation emerged from very ancient human dream fostered for thousands of years. Both are the realization of a dream that was deemed impossible, but became true.

Aviation, like our country, experienced wonderful peaks and an amazing progress together with periods of withdrawal and a reduction in activity. This is especially true for the general aviation in Israel. Unlike the Israeli Air Force, which always aspired to be at the edge of the technology and worked to attain the highest possible level. The general aviation in Israel suffered from the opposite phenomenon of ignoring and even limiting its activity.

In the first years of the State, the idea that prevailed among the Israeli authorities was that there is no room for general aviation in Israel, that whoever was not qualified a pilot in the Israeli Air Force would better not be a pilot at all and that it is not politically correct to support private pilots when the country and the majority of its inhabitants are struggling for their very existence and livelihood. This also had quasi-true reasons: It is a small country. Very small. What for and where to does one have to fly here? From Jerusalem to Tel Aviv – less then 30 miles? The air space here is limited. The Air Force needs all of it and there is no room for small private airplanes that will wander about in between the wheels of the Air Force. There also was a significant measure of Bolshevique concept – that the socialist State of Israel better not support a bunch of wealthy persons that wants to amuse themselves with private airplanes on weekends?

But we, a small group of aviation lovers beg to differ. We already know that no modern, Western country will be possible without an advanced civil aviation, including general aviation. In a country that fosters technological superiority it is vital and natural that there be a significant general aviation. In a country that is loyal to the principles of democracy and freedom there must be a significant general aviation. If we look at the world and examine the situation of the general aviation in the different countries, we will immediately see that wherever personal freedom prevails the general aviation flourishes. see in the USA, Western Europe, etc.

In countries with a totalitarian regime one will not find a private general aviation. Consequently, a developed general aviation is one of the signs of personal freedom. In



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countries like Afghanistan, Syria, Jordan or Iran it is not possible to see a private general aviation. Another element that is vital for the development of private general aviation is a free economy and an appropriate technological infrastructure.

In Israel, many objective factors gather together to suppress the general aviation: The security situation constitutes a central barrier. some times as an objective need and many times with no need. The authorities in Israel are afraid of the possibility of an acts of terror by means of a light airplane. In their nightmare, they see a light airplane crashing against Tel Aviv towers or the Defense Ministry or the Knesset causing a massive disaster.

The limited air space obligates to set priorities and the general aviation in Israel traditionally is at the bottom of the scale.

Israel has a large and powerful Air Force which is the master of the air space and holds absolute sway over it, whereas it cares first of all about its own needs and does not understand nor does it have any interest in making room for others, especially not the general aviation.

But all this did not and will not discourage us. We, AOPA- ISRAEL, think that private aviation is important and contributes to the society, transportation, technological education and the Israeli economy and, therefore, should be fostered.

In Israel there exist basic conditions that are supporting general aviation: It has lots of airports and landing strips, , part of which were paved by the British during world War II as part of the defensive actions taken to welcome General Rommel . We have professional, skilled manpower that accumulated experience in all the aviation occupations in the Air Force. We have an excellent control units, mainly military, that knows how to render air control and supervision services as required. We have many pilots and flight instructors. We have state-of-the-art know-how and technology and we have a climate that is appropriate most days of the year.

AOPA - ISRAEL has set for itself specific goals for promoting the general aviation: To increase the awareness of the Israeli aviation authorities to the existence of the general aviation and its needs. This is a first and necessary step so the decision makers relate to us appropriately. We chose the way of dialogue with them, most prominently the Civil Aviation Authority (CAA).

We have an interest to support the CAA as the supreme aviation authority in Israel, which functions in accordance with the laws and regulations relating to civil aviation using the accepted, worldwide known standards.

In recent years a basic change has occurred in the attitude of the CAA in Israel. For years it was weak establishment incapable of actually bearing an influence upon the civil aviation. Nowadays, we are at the peak of a process in which the CAA has changed its



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face, has assimilated new, high-quality manpower and has undertaken to promote civil aviation in Israel, G.A included.

This has taken some time but it seems that there are people within the CAA that understand that their roles include promoting the general aviation and that we are not a nuisance, but, a client to whom services should be rendered

In Israel there are approximately 700 civil airplanes, the vast majority of which are general and sports aviation . We want to improve our status so that on weekends and holidays we will be at the top of the scale of priorities in everything related to air space usage ,flight paths, operation of uncontrolled airfields, etc.

We are working to reduce flight costs, which are as shocking as they can be. On this regard, for example, the CAA has been receptive and it has certainly acted remarkably on this matter . only couple a days ago we saw results, and fuel price went down significantly and is now the cheapest in Europe !

Nowadays we are partners in discussions and consultations in regards to the new Aviation Law and we are involved in every standardization proceedings being carried out in Israel in our field. our representatives are conferencing with the relevant person in the CAA with respect to relevant matters, as well as in discussions on the new Aviation Bill and any discussion at the Knesset committees in charge of approving flight regulations. We are cooperating with the authorities in the improvement of flight safety and our members are involved in investigation of flight accidents together with the bureau of the Chief Investigator.

Recently, we have stopped updating the AIP at our web site, as we did during the last 8 years. This is no longer necessary since the CAA itself publishes all the flight regulations, the Aviation Law , as well as the AIP and all of its updates in its Website. To have updated information available to all general aviation pilots – this is something for which we struggled and succeeded.

But in a global world it is not desirable to work alone, especially in the field of aviation which is universal. Therefore, we turned to you, our friends and representatives of the AOPA around the world. We need your help in pushing forwards a variety of issues, the most important of which we will discuss in this convention.

I am very happy to see you all here with us in Tel Aviv. This strengthens us very much and lends very important international support for our positions, which undoubtedly will help us to continue promoting the general aviation in Israel.

Part of you came here flying in general aviation airplanes. This is very important to us. By flying here to Tel Aviv airport you are strengthening the relationship between us and prove that G.A pilots are pilots and that they are just as professional and safe as any other professional pilot.

I thank you very much for coming. I am really moved by seeing in front of me representatives from all over the world, good part of them are old friends . We will get



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to know the new ones in the course of the convention.

### **I want to thank our distinguish guests:**

Michell Fox , ICAO Chief of Operation

Mikolaj Ratajczyk, Europe commission aviation safety,

Our Presidant Craig Fuller,

And from Israel- Giyora Romm, head of ICAA

Rafael Harpaz , on behalf of Israel foreign minister

Moshe Talmor ,on behalf of Israel Airport Authority.

We have prepared for you an outstanding program with the assistance of IAOPA people John Sheehan at the head of them. Please acknowledge Nathan SHARON the manager of this event that really worked very hard to make it possible .

The program combines in-depth discussions on issues that are important to us with tours for getting to know Israel and its aviation industry. I know that among all of the activities you will find time to get to know one another, to renew old acquaintances and to sit together over a glass of beer at the beach of our superb city – Tel Aviv.

I hereby declare that the 25<sup>th</sup> World Assembly of IAOPA is officially open and I wish that all of you will enjoy this convention and your visit to Israel.

Thank you!

Yaron Efrat, Advocate

AOPA Israel ,president



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