

# Aviation Law: Israel

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## Introduction

Israel's geopolitical situation makes air transportation a vital factor in maintaining its connections with the rest of the world.

The Israeli aviation sector has undergone major changes in recent years. The first of these was the enactment of the Aviation Services Law (Compensation and Assistance for Flight Cancellation or Change of Conditions) 2012 (ASL), establishing passenger rights, similar to those under Regulation (EC) No. 261/2004, to compensation and other benefits in the case of flight delays or cancellations and denial of boarding (as a result of overbooking, etc.).

Another major change was the liberalisation of Israel's policy on bilateral and multilateral air services agreements and the resulting signature of the EU–Israel Open Skies Agreement in 2012.<sup>1</sup> This change in policy has resulted in a significant increase in the operations of foreign airlines (including low-cost airlines) and the frequency of flights to and from Israel, as well as a decrease in airfares. Thus, for example, international passenger traffic passing through Israel's main international airport, Ben Gurion Airport (TLV), increased by more than 90 per cent between 2012 (12.4 million) and 2019 (24.036 million).<sup>2</sup> This growth ceased in the following years due to the covid-19 pandemic. Starting in March 2022, a rapid and significant recovery process began and continued throughout the year, which ended with traffic of 19.2 million passengers and about 114,000 international flights to and from TLV.<sup>3</sup> 2023 began with the expectation of 24 million international passengers – a record year in aviation activity in Israel. Since 7 October 2023, the State of Israel has been in one of the most difficult periods in its history (the *Iron Swords* war). The impact of the war is evident also on civil aviation. Nonetheless, international passenger traffic during 2023 stood at 21.1

million passengers (a 9.71 per cent increase over 2022), with 144,869 international aircraft movements (an increase of 8 per cent over 2022)<sup>4</sup> The agreement reached in October 2025 providing for cessation of the war brings with it the hope of an increase in international traffic to and from Israel going forward.

The Israeli Ministry of Transportation (MOT) has primary responsibility for regulation of the aviation sector. In 2005, the MOT established the Civil Aviation Authority of Israel (CAAI) to oversee, regulate and supervise all aviation-related matters, including the issue of aviation licences and permits. The body responsible for airports is the Israel Airports Authority. The Aviation Security Operation Centre (ASOC) in the Security Department of the MOT oversees aviation security. Aviation security is a priority in Israel in the light of constant terrorist threats. Operating permits will not be granted unless ASOC has received and approved a written confirmation of compliance with ASOC's security requirements from the relevant foreign airports and airlines.

Allocation of slots at TLV is carried out in accordance with the Aeronautical Information Publication (AIP), which gives priority to scheduled flights and to maintenance of existing allocations, subject to exercise of those allocations in the relevant previous period.<sup>5</sup>

## Year in review

As expected, legislation and case law in the aviation sector over the past year has focused on the impact of the Iron Swords War. Both the legislature and the courts were required to address civil aviation legislation — particularly the Aviation Services Law (ASL) — and to consider whether laws enacted for routine circumstances and the interpretation thereof should be adapted to the state of emergency in which Israel has been since 7 October 2023.

On 10 February 2025, after extensive deliberations, the Israeli legislature (the Knesset) approved an amendment to the ASL. The amendment exempts airlines from paying statutory compensation for flights cancelled during periods of actual or expected warfare (7 October–30 November 2023; 12–18 April 2024; 3–8 August 2024; and 1–5 October 2024). It also reduces the required notice period for cancellations by airlines of flights scheduled for the period between 1 December 2023 and 19 February 2024, from 14 to three days. Regarding alternative flights, as long as a 'special situation on the home front' remains in effect (beginning 7 October 2023 as aforesaid), airlines which have suspended operations to or from Israel must offer passengers alternative flights from or to nearby locations, on similar conditions and dates, subject to seat availability and the passenger's written consent.

On 10 June 2025, the Tel-Aviv District Court rendered its judgment in a motion for leave to appeal a small claims court decision denying a passenger's claim for reimbursement of the price difference between the cancelled flight and an alternative flight the passenger had purchased independently from another airline. The applicant argued that the airline had violated the ASL by failing to provide a suitable alternative flight, as the only option offered departed two weeks later. The District Court denied the motion, finding that the airline had fulfilled its obligations by offering a reasonable alternative flight given the security situation. The court held that the ASL provides specific remedies — assistance, refund or alternative flight — and that the applicant's rejection of the offered flight entitled them only to a refund. It further rejected the argument that the airline should have arranged a flight with another carrier, noting that such an obligation would be unreasonable in wartime conditions. The court added that passengers seeking greater certainty during times of instability can choose Israeli airlines, albeit at higher prices.<sup>6</sup>

On 11 August 2025, the Jerusalem District Court rendered its judgment in an application for leave to appeal a small claims court decision denying statutory compensation to a passenger whose flight was cancelled. The applicant argued that, since the flight was cancelled on a date not specified in the amendment to the ASL referred to above, the cancellation could not be justified by the security situation in Israel. The small claims court rejected this argument, finding that nothing in the amendment indicated an intention to prevent airlines from relying on pre-amendment provisions of the ASL and proving that cancellations outside the specified dates occurred due to circumstances beyond their control. The District Court denied the motion for leave to appeal, finding no error in the lower court's ruling, and added that requiring airlines to compensate for cancellations caused by uncontrollable events would raise ticket prices for all passengers unfairly, while passengers can mitigate such risks through travel insurance.<sup>7</sup>

Although they do not constitute binding precedents, District Courts' rulings provide guidance to lower courts and carry significant normative weight.

## Legal framework for liability

### International carriage

Israel is party to several international aviation-related conventions governing the liability of air carriers in international carriage, including the Warsaw Convention 1929, the Guadalajara Convention 1961 and the Montreal Convention 1999, as well as their respective protocols. These conventions have been given effect in Israeli domestic law by the Air Transport Law 1980 (ATL). Section 3B of the ATL provides that where both the Montreal Convention and another of the conventions adopted by the ATL apply, the Montreal Convention will govern.

Section 10 of the ATL provides that the liability for damage, including liability for the death of a passenger, of a carrier under the ATL (i.e., the liability of a carrier under a convention made applicable in Israel by the ATL) substitutes the liability of the carrier under any other Israeli law. The Israeli Supreme Court has implemented this rule (the 'exclusivity of grounds of action rule'), holding that where a claim is governed by the ATL, a passenger will not be able to rely on other provisions of domestic law.<sup>8</sup>

Israel is also party to the Chicago Convention on International Civil Aviation 1944 (the Chicago Convention), adopted into domestic law by the Air Navigation Law 2011 (ANL), and to the Tokyo Convention 1944 on offences and certain other acts committed on board aircraft given domestic effect by the Air Navigation Regulations (Offences and Jurisdiction) 1971.

In contrast, Israel is not a party to the Convention on International Interests in Mobile Equipment and the Protocol on Matters Specific to Aircraft Equipment concluded in Cape Town on 16 November 2001.<sup>9</sup>

### **Internal and other non-convention carriage**

The ATL provides that the Montreal Convention shall apply, *mutatis mutandis*, to internal flights within Israel.<sup>10</sup> The Aviation Services Regulations (Compensation and Assistance for Flight Cancellation or Change of Conditions) (Internal Flights) 2013 (enacted under the ASL) provide (in modifying the rule under the ASL applying to international flights) that a flight delay of three hours or more for an internal flight shall be treated as cancellation of the flight and vest passengers with the right to compensation accordingly.<sup>11</sup>

Under Section 338(a)(2) of the Penal Law 1977, the reckless or negligent operation of an aircraft, in a way that could endanger human life or result in injury, is a criminal offence punishable by a prison sentence of up to three years.

### **General aviation regulation**

Civil aviation operations (including the operation of helicopters and gliders) are governed by the ANL and the regulations enacted thereunder. The ANL regulates the identification and registration of aircraft, licensing and training of personnel, airworthiness of aircraft, general operating and flight rules, commercial air services and air navigation services.

### **Passenger rights**

Passenger rights are regulated pursuant to the ATL, by the Montreal Convention (or other applicable convention) and the ASL. The ASL is a pro-consumer act of legislation that regulates passengers' rights and carriers' duties, including those relating to payment of compensation (without the need to prove damage) in the case of flight delays, cancellations, denial of boarding and downgrading.<sup>12</sup> The ASL also provides that

in cases of flight delays of two hours or more and flight cancellations, the carrier is obliged to provide passengers with ground assistance, including communications services, food and beverages and, in some cases, hotel accommodation.

Although very similar to Regulation (EC) No. 261/2004, the ASL includes a number of innovations, such as:

- a. the determination that both a delay of eight hours or more and the bringing forward of a flight are considered flight cancellation, and that the bringing forward of a flight by more than eight hours entitles the passenger to the same compensation as that to which a passenger of a cancelled flight is entitled;
- b. the authority granted to the court to impose exemplary damages on the carrier in cases of non-compliance with the ASL; and
- c. the obligation of a flight operator to station representatives for the provision of assistance to passengers in the exercise of their rights under the ASL at every airport from which the operator commences flights to and from Israel (provided, with respect to flights to Israel, that the passengers hold a return ticket to Israel, including a flight with a stopover).<sup>13</sup>

In the spirit of the pro-consumer nature of the ASL, the Israeli courts have given a narrow interpretation to the provision in the ASL exempting the carrier from the obligation to compensate passengers in the case of cancellation of flights where the cancellation was caused by special circumstances beyond the carrier's control that could not have been prevented even if the carrier had done everything in its power to do so. In general, therefore, technical malfunctions in an aircraft will not constitute special circumstances,<sup>14</sup> unless the malfunction is proved to be rare and not to have been preventable by the performance of proper maintenance. In a judicial decision reflecting the same approach, the court held that for an airline to avoid payment of compensation for cancellation of a flight and, in particular, for it to prove that it has done everything within its power to prevent the cancellation, it may be necessary for the airline to prove that it was not able to lease an alternative aircraft or to purchase tickets for its passengers on the flight of another airline.<sup>15</sup>

Passengers' rights relating to the purchase and cancellation of flight tickets are also regulated by the Israeli Consumer Protection Law 1981 (CPL),<sup>16</sup> which, in certain circumstances, including transactions made at a distance (by telephone, email, etc.) and, subject to certain conditions, entitles consumers to cancel transactions without cause and to the reimbursement of the price paid, less a small cancellation fee per ticket.<sup>17</sup>

The carriage of disabled passengers is governed by the Israeli Regulations for Equal Rights for People with Disabilities (Regulation of Access to Public Transport Services), 2003 (RER). The RER lays down certain technical qualifications for the use of aircraft, including a provision that an aircraft shall not be operated for the carriage of passengers if it is not adequately adapted for the disabled.<sup>18</sup> Section 14 of the RER provides that disabled persons have the right to a suitable escort at the terminal and at the crossing from the terminal

to the aircraft; the right to have the appropriate person at the airport of destination notified regarding their expected arrival; and the right to have their wheelchair loaded in a manner enabling it to be placed at their disposal immediately upon disembarking from the aircraft, provided the carrier has received at least 48 hours' prior notice of the disabled person's expected arrival.

## **Other legislation**

Loud noise generated on low-altitude flight routes near populated areas may constitute a nuisance to residents of those areas. With a view to reducing the extent of this nuisance, the Israeli Ministry of Environmental Protection, in conjunction with the Israel Airports Authority, has issued rules governing the construction and planning of airports. Other measures directed to the same purpose include the imposition of night and weekend curfews and the requirement that compliance by an aircraft with the Flight Regulations (Aircraft Noise) 1977 is a condition for issue of a flight permit.

Israel has strict anti-bribery rules. It is a member of the OECD Convention on Combating Bribery of Foreign Public Officials in International Business Transactions, and gave domestic effect to the Convention on 11 June 2008 by adding Section 291A to the Penal Law 1977, providing that a person giving a bribe to a foreign public official for an activity related to their position to obtain, secure or promote business activity or other advantage in respect of business activity shall be deemed to have committed bribery under Section 291 of the Penal Law.

# **Licensing of operations**

## **Licensed activities**

### **Commercial operation of aircraft**

The Licensing of Aviation Services Law 1963 (LASL) and the ANL regulate the licensing of aviation-related activities. An Israeli individual or entity will not be permitted to operate aircraft for commercial purposes without a commercial operating licence (COL) from the MOT and an air operator certificate (AOC) from the CAAI.<sup>19</sup>

Foreign individuals and entities are not eligible for an Israeli COL or AOC.

To obtain a COL, the Israeli applicant operator must submit evidence of its financial resources, details regarding its operations, crew qualifications and experience, and consumer-related details. The MOT has the power to grant, suspend for a stated period and cancel a COL .

The issue of an AOC is conditional on possession of a COL and is subject to proof that the applicant possesses adequate aircraft and facilities for the operations in question. A detailed list of requirements for the AOC application is set out in the Air Navigation Regulations (Operation of Aircraft and Flight Rules) 1981 (ANR).<sup>20</sup> The CAAI will grant an AOC only if it is satisfied that the applicant is capable of performing the operations in question in a safe manner. The AOC will be valid for a period of two years and may be renewed by an application filed at least 60 days prior to expiry.<sup>21</sup>

For commercial aviation operations from, to and within Israel, the operator must obtain operating permits from the CAAI.

### Licensing of aviation-related activities

According to the ANL, an individual shall not perform a function in connection with the operation of an aircraft, the performance of aircraft inspections or the provision of air traffic management services without possessing a licence from the CAAI unless he or she is in possession of such licence from a competent authority in a contracting party to the Chicago Convention.<sup>22</sup>

The following are other activities that require a licence:

- a. the training of aviation workers;
- b. the operation of an entity for aircraft maintenance and repair of a unit for the provision of air traffic management services and of an airport or a landing strip;
- c. the manufacture of aircraft for marketing;
- d. the transportation of dangerous goods; and
- e. training for operating, or the commercial operation of, a hang-glider, powered hang-glider, paraglider, powered paraglider, powered parachute,<sup>23</sup> unmanned flying model, kite or rocket, radio models, small aeroplanes and training aeroplanes.

The conditions for the grant of licences are set out in the ANL and the ANR. The CAAI has the authority to revoke, suspend and limit licences granted if, inter alia, one (or more) of the conditions for receiving the licence is no longer met or the licensee has violated any of the conditions of the provisions of the ANR.<sup>24</sup>

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By Eyal Doron and Hugh Kowarsky  
**Ownership rules**



According to the LASL, a COL will only be granted to an Israeli operator that is one of the following: an individual who is a permanent resident of Israel without a principal place of business outside Israel or an Israeli citizen who has a principal place of business in Israel; or a company incorporated in Israel without a principal place of business outside Israel and controlled by an Israeli citizen or a permanent resident of Israel, or by another person in accordance with the provisions of an international aviation convention to which Israel is a contracting party.<sup>25</sup>

## Foreign carriers

Pursuant to the LASL, foreign carriers must obtain an operating permit from the CAAI for operation of passenger or cargo flights from, to or within Israel.<sup>26</sup>

Regarding foreign carriers, there are no explicit rules relating to nationality or citizenship, but the LASL authorises the MOT to refuse to grant an operating permit if the applicant carrier is deemed a potential danger to the security of Israel.<sup>27</sup> For commercial flights, details of the air carrier's ownership, including the nationality of owners and their respective shares of ownership, must be provided in the application for an operating permit.<sup>28</sup>

## Commercial flights

According to the LASL and the AIP, a foreign operator wishing to fly to and from Israel must be eligible to carry out the flights under the provisions of a bilateral or multilateral agreement to which the state of the foreign operator and Israel are contracting parties.

An application by a foreign operator for an operating permit for commercial scheduled flights must be submitted to the CAAI according to the provisions of CAAI Directive AT.1.1.400.<sup>29</sup> The granting of the permit will be subject to the submission of commercial details relating to, inter alia:

- a. ownership;
- b. principal place of business;
- c. an AOC issued by an appropriate foreign authority;
- d. proof of adequate insurance coverage;
- e. confirmation of the appointment of local representatives for service of process and for communications with the Israeli aviation authorities;
- f. confirmation of valid licences and medical certificates for the crew according to the Chicago Convention; and
- g. certifications relating the registration of aircraft, airworthiness and noise.

Additional documents may be required by the Security Division of the MOT for the approval of the operator with respect to security, such as annually renewed confirmations by the operator and the relevant airport that they will comply with the MOT's Security Directive, which prescribes security-related standards on subjects such as passenger and baggage checks, aircraft protection and security procedures for in-flight catering services.<sup>30</sup>

In addition, the applicant must provide a commitment in accordance with the LASL to appoint a representative for provision of assistance to passengers in the exercise of their rights under the ASL at every airport from which the operator commences flights to and from Israel (including, in the case of flights to

Israel, to passengers holding a return ticket to Israel, including a flight with a stopover),<sup>31</sup> as well as appoint an Israeli representative authorised to act on its behalf under the LASL and constituting an address for service of court documents.<sup>32</sup>

### **Non-scheduled commercial flights**

To carry out non-scheduled commercial flights, a foreign operator must apply for and be granted an operating permit according to CAAI Directive AT.1.1.402.<sup>33</sup> The application requirements are similar to those relating to an application for an operating permit for scheduled commercial flights and also include, where applicable, the submission to the CAAI of any relevant charter agreement.

### **Cargo charter flights**

CAAI Directive AT.1.1.402 also applies to cargo charter flights. A cargo charter flight is defined as a flight where a person or a tour operator hires the capacity of an aeroplane for the sole purpose of cargo transportation.<sup>34</sup> Additional requirements, pertaining specifically to cargo, are stipulated in AIP Israel GEN 1.4,<sup>35</sup> which covers issues relating to customs, agricultural shipments and live animal importation. Further, as part of the approval process, and in obtaining ASOC's approval, the flights must meet the security requirements set out in the MOT Security Directive, which apply to cargo flights.<sup>36</sup> The main purpose of the Directive is to prevent the loading of explosives and weapons, incendiaries and other destructive substances or items onto aircraft.<sup>37</sup>

### **Overflight**

According to the AIP, prior permission is not required for overflight of Israeli airspace or technical stops in Israel if a flight is operated by an aircraft registered in a country that is party to the International Air Services Transit Agreement or if the relevant bilateral air services agreement allows overflying the Israeli airspace or making stops in Israel for non-traffic purposes. In theory, prior permission should not be required for non-scheduled flights operated by aircraft registered in a country that is party to the Chicago Convention and has diplomatic relations with Israel.<sup>38</sup> In other cases, prior permission will need to be obtained. In practice, prior notification of all overflights should be submitted to the ASOC at least five working days prior to the date of the flight.<sup>39</sup> In view of Israel's special geopolitical situation, such flights may be made subject to the high-risk security requirements set out in MOT's Security Directive and applicable to flights landing in Israel.

# Safety

Israel complies with the accepted international standards in the field of safety. The Israeli safety regulations are based on the Chicago Convention, the safety rules of the International Civil Aviation Organization and the US Federal Aviation Regulations.<sup>40</sup> Israel is a participating state in the European SAFA programme. Furthermore, in 2016, Israel entered into a collaboration agreement with Eurocontrol, the European Organisation for the Safety of Air Navigation, which engages in airspace planning and air traffic management.<sup>41</sup> The collaboration agreement provides Israel with access to aviation services, including air navigation services and control, in a way that increases its ability to prevent flight delays and manage air traffic more efficiently and safely.<sup>42</sup>

## Airworthiness

The CAAI is responsible for the issue and renewal of airworthiness certificates. The grant of an operating permit by the CAAI will be subject to the submission by the carrier of an airworthiness certificate, according to standards specified in the ANL, the LASL and the Air Navigation Regulations (Procedures for Documentation of Aircraft and Aircraft Parts) 1977, and the CAAI's directives.<sup>43</sup>

## Maintenance

The aviation maintenance requirements are regulated in the ANL, in Chapter 7 of the ANR and in the CAAI directives. The air operator is under a duty to perform routine aircraft inspection and maintenance and to repair any malfunctions detected in the aircraft, and to ensure that all staff members have the proper qualifications.<sup>44</sup> In December 2017, in order to bring the Israeli standards into line with the European regulations, the MOT enacted the Air Navigation Regulations (Safety Management System) 2017, which deal with organisational aspects of safety management such as assignment of responsibilities, raising awareness, education and documentation duties.

## Accident reporting

In 2024, the Knesset established the Aircraft Safety Investigation Authority (ASIA) to investigate safety-related incidents in civil aviation, in order to be better aligned with international standards.<sup>45</sup> There is a duty in Israel to report to the CAAI and to the ASIA on the occurrence of safety-related incidents in the aviation field.<sup>46 47</sup> The ANL grants the supervisor of the CAAI as well the head of the ASIA investigatory powers, including the authority to demand any information or document.<sup>48</sup> The CAAI maintains and operates a system for reporting investigated incidents for the purpose of improving civil aviation safety.<sup>49 50</sup>

## Insurance

The MOT regulates the insurance obligations of aircraft operators in Israel. The Aviation Regulations (Compulsory Insurance in the Commercial Operation of Aircraft) 2017 (ARCI), which entered into force on 27 June 2018, are based on the European regulations on this subject. According to the ARCI, an operating permit will be granted only if the aircraft is insured.<sup>51</sup> This insurance cover is required with respect to every aircraft that may be used in the carrier's operations, including under charter arrangements, joint ticketing arrangements or any other similar arrangement between air operators.<sup>52</sup> The insurance must cover damage caused to passengers, baggage, cargo and third parties, as well as damage caused by terror events.<sup>53</sup>

According to the ARCI,<sup>54</sup> confirmation of existing insurance must include a declaration that the air operator complies with the requirements of the ARCI or the European insurance regulations.<sup>55</sup>

## Competition

Supervision of competition in Israel, including in the aviation sector, is carried out by the Israeli Competition Authority in accordance with Israel's Economic Competition Law 1988 (the Competition Law).<sup>56</sup> The Competition Law deals with restrictive arrangements, mergers and acquisitions of companies, and monopolies.

In general, restrictive arrangements are unlawful and thus prohibited under the Competition Law, unless expressly permitted or exempted by: (1) any of the statutory exemptions set out in section 3 of the Competition Law; (2) any of the block exemptions applicable under Israeli Law; or (3) an individual exemption granted by the Israel Competition Authority (ICA) upon application made to it, or granted by the Competition Tribunal.

Following legislative changes worldwide that revoked exemptions for restrictive arrangements between carriers, amendment No. 10 to the Competition Law enacted in 2007 significantly limited the exemption in that Law applying to arrangements in the field of aviation. As a result, arrangements between Israeli carriers, or those in which one of the parties is an Israeli carrier or maintains an activity in Israel, became restrictive arrangements necessitating receipt of regulatory approval. Following signature of the United States–Israel Open Skies Agreement<sup>57</sup> in 2010 and the EU–Israel Open Skies Agreement<sup>58</sup> in 2012, two block exemptions relating to aviation were enacted: a block exemption for code-share arrangements between air carriers relating to destinations covered by the Open Skies Agreements;<sup>59</sup> and a block exemption relating to technical arrangements between carriers, arrangements for the lease of aircraft, frequent flyer arrangements, interline arrangements and flight capacity marketing arrangements (the Air

Carrier Block Exemption).<sup>60</sup> In July 2022, the ICA announced that the block exemption for code-share arrangements would not be extended, as its provisions were already included, in practice, in the block exemption for arrangements between carriers.<sup>61</sup>

A restrictive arrangement that is not covered by the block exemptions or the additional exemptions listed in Chapter B of the Competition Law requires the prior approval of the Competition Tribunal or a specific exemption granted by the Commissioner of the Competition Authority.

### **The Air Carrier Block Exemption**

The Air Carrier Block Exemption is a sectorial block exemption, which enables air carriers to collaborate in various respects without the regulatory burden of notifying the ICA and obtaining its prior approval. The Air Carrier Block Exemption exempts arrangements between air carriers that concern the marketing of flight capacity, leasing, technical cooperation, frequent flyer arrangements, connection arrangements, code-sharing arrangements, etc., subject to satisfaction of the cumulative criteria for obtaining such exemption as specified therein.

In addition, on 25 November 2018, an amendment to the Air Carrier Block Exemption was introduced, whereby parties may self-assess the impact of their agreement on competition in the relevant market in Israel, even if they do not meet the 'safe harbour' criteria of the block exemption (the Self-Assessment Provision). If the parties meet the Self-Assessment Provision, the agreement will not be subject to a specific exemption or approval.

The Self-Assessment Provision exempts an agreement between air carriers, as long as the following cumulative criteria are met with respect to its effect on the pertinent Israeli market:<sup>62</sup>

- a. The main objective of the arrangement is not to reduce or eliminate competition;
- b. the arrangement does not include any restraints that are superfluous to its objective; and
- c. the restraints in the arrangement do not limit competition in a significant part of the market affected by the arrangement, or are liable to limit competition in a significant part of such market, but do not substantially harm competition in that market.

The Competition Law provides that any person who is party to a restrictive arrangement which has not been approved or has not been exempted in accordance with the Competition Law or by a block exemption pursuant to the Competition Law, or that acts otherwise in contravention of the Competition Law, will be liable to imprisonment or a fine, or both.<sup>63</sup>

Following the exposure of the existence of an alleged cartel in 2006, investigations against various airlines have been initiated around the world; criminal proceedings have been conducted, some of which have ended in convictions agreed in plea bargains; and several civil lawsuits, by way of class action, have ended in

settlement.

A motion to certify a class action regarding the said air cargo cartel was also filed in Israel in 2013 against four airlines (El Al Israel Airlines and three other international airlines). The class action alleges that the airlines were parties to a global cartel concerning the carriage of cargo to and from Israel between 2000 and 2006.<sup>64</sup> According to the action, the airlines coordinated prices of several items in the cargo carriage tariff, agreed to avoid discounts and exchanged information on earnings and prices. The amount claimed in the class action is 613 million New Israeli shekels. In January 2020, the Central District Court in Israel certified the class action. Application to the Supreme Court for leave to appeal the certification was filed by the airlines and then withdrawn by them on the Court's recommendation and dismissed (2 June 2022).<sup>65</sup> The class action is pending before the Central District Court in Israel and a pre-trial hearing was scheduled for April–May 2025 (but not held). In March 2024, all of the international airlines being sued in the class action (except for El Al) filed a motion to approve a settlement agreement with the plaintiff, which was approved by the court on 14 March 2025 and published on 3 April 2025.

The Competition Law (ECL) also regulates mergers and acquisitions. A merger that meets one of the thresholds established under the ECL will be subject to notification to and the approval of the Commissioner of the Competition Authority.<sup>66</sup> A merger will not be approved if there is a reasonable fear that it will significantly affect competition in the sector or will harm the public with regard to the following: the level of prices of an asset or service; low quality of the asset or service; the quantity of the asset or the scope of services supplied; or the frequency and conditions of the supply.<sup>67</sup>

## Wrongful death

Owing to the preemption of claims rule (also known as the exclusivity of grounds of action rule), which applies by virtue of Section 10 of the ATL,<sup>68</sup> claims relating to the death of passengers in international carriage by air will be subject only to the provisions of the ATL and the Montreal Convention (or other conventions as applicable) adopted by the ATL. Accordingly, in the event of death of a passenger, the carrier will not be able to exclude or limit its liability for damages of 128,821 special drawing rights (SDRs).<sup>69</sup> The carrier is not liable for damages exceeding 151,880 SDRs only if the carrier can prove that the death of the passenger was not caused by the negligence or other wrongful act or omission of the carrier, its employees and agents, or was caused by the negligence or other wrongful act or omission of a third party.<sup>70</sup>

The ATL provides that a court dealing with a claim filed for damages resulting from the death of a passenger may issue orders it deems just or helpful having regard to (1) the provisions of the ATL limiting the liability of the carrier, its employees or agents (2) the rights of other persons entitled to claim damages, whether in or outside Israel, for the death of that passenger and (3) other claims that have been or may be filed, whether in

or out of Israel, with respect to the death of that passenger.<sup>71</sup> The ATL also provides that where there are several claimants as a result of the death of one passenger, and the aggregate amount of damages due to all of them exceeds the liability of the carrier under the other provisions of the ATL, the court will award to each claimant, out of the aggregate amount of damages due, an amount proportionate to the amount of damages that it would have awarded to that claimant.<sup>72</sup>

We are not aware of Israeli case law relating to the death of a passenger during carriage by air and providing an authoritative interpretation of the relevant provisions.

## Establishing liability and settlement

### Procedure

There is no sector-specific regulation regarding the fora and mechanisms to be used in the settlement of aviation-related claims, so the general rules of Israeli civil procedure are applicable.<sup>73</sup> In January 2021, new Civil Procedure Regulations came into force (the New Regulations).<sup>74</sup> The New Regulations provide<sup>75</sup> that within 30 days of the filing of the last pleading, the parties shall conduct a preliminary meeting the purpose of which is, inter alia, to assess the possibility of resolving the dispute by an alternative dispute mechanism. Not being sector-specific, this provision is relevant for all civil proceedings, including aviation-related claims. Further, in claims for more than 40,000 New Israeli shekels filed in the magistrates' courts,<sup>76</sup> the parties are required to attend a mandatory 'information, introduction and coordination' meeting with a court-appointed mediator to consider the possibility of the claim being transferred to mediation.<sup>77</sup> These regulations apply only to civil claims filed after 1 January 2021; claims filed prior to that date will continue to be governed by the Civil Procedure Regulations 1984 (except for certain provisions in the New Regulations which may apply).

Claims under the ATL and the Montreal Convention (and other applicable Conventions) must be brought within two years of the time the cause of action arises.<sup>78</sup> Claims under the ASL<sup>79</sup> must be brought within four years of the time the cause of action arises.<sup>80</sup> In other cases, the general rules relating to prescription of claims laid down in Israel's Prescription Law, 1958 will apply. That Law provides, subject to certain qualifications, that any action, other than an action relating to land, shall not be brought after the expiry of seven years from the date on which the cause of action arose.

Subject to the court having jurisdiction to entertain an action filed against the defendant concerned, there is no restriction regarding who may be joined as a defendant to the action (e.g., carrier, owner, pilot or manufacturer).<sup>81</sup> Where the damage is caused to a claimant by the fault of two or more persons, then, in

principle, and unless the court directs otherwise, each tortfeasor is liable to the plaintiff for all the damage (i.e., liability is joint and several). However, on the application of one of the tortfeasors, the court will direct the sum of the contribution by one tortfeasor to another as it deems just and fit in the circumstances.<sup>82</sup>

## **Carriers' liability towards passengers and third parties**

The nature of a carrier's liability will depend on the cause of action concerned. It is strict in the case of Convention liability, when the relevant conditions for liability contained in the Convention are met. Any Convention liability will also be subject to an applicable limit of liability stated therein.<sup>83</sup> Otherwise, liability will generally be fault based. The plaintiff usually bears the burden of proof, but there are circumstances in which the burden is transferred to the defendant. The requisite standard of proof is the balance of probability.

Even though the plaintiff usually bears the burden of proof, in claims based on negligence, the *res ipsa loquitur* rule may result in the transfer of the burden of proof to the defendant carrier. In claims based on the ASL, the burden to prove that a delay or cancellation was caused because of extraordinary circumstances lies with the flight operator or organiser.

## **Product liability**

There is no Israeli legislation dealing specifically with liability for defective or damaged products in the aviation sector, so that such liability is governed by the general regime under the Liability for Defective Products Law 1980 (LDPL) and the Civil Wrongs Ordinance (New Version). The LDPL establishes strict liability and provides that a manufacturer must compensate any person who has suffered bodily harm as a result of a defect in a manufactured product.<sup>84</sup> Note, however, that in circumstances where the Montreal Convention applies, liability may be limited in accordance with the provisions of the Convention.

## **Compensation**

According to the Israeli aviation legislation (giving effect to the international conventions), the duty of the air carrier to compensate an injured party is based on the principle of strict liability, subject to proof of damage and the monetary limits laid down in the conventions and reflected in the Israeli legislation.

The Supreme Court has held that the term 'bodily injury' within the meaning of Article 17 of the Warsaw Convention<sup>85</sup> should be construed broadly, so as to enable the award of damages also for mental injury.<sup>86</sup> In November 2019, the Tel Aviv District Court rendered a fundamental ruling reaffirming that, in accordance with Israeli law, compensation for mental anguish in baggage claims may be awarded by virtue of the Montreal Convention (which applies in Israel pursuant to the ATL). However, the total compensation would still be limited to the maximum amount specified in that Convention for baggage claims.<sup>87</sup> An

application for leave to appeal this ruling was dismissed by the Supreme Court on 14 June 2022, the Court thus confirming that the Montreal Convention does not exclude the possibility of awarding compensation to passengers for mental distress.<sup>88</sup>

The ASL provides for statutory compensation without proof of damage in the case of denied boarding and delay or cancellation of flights, as well as for exemplary damages in the case a carrier fails to fulfil its obligations under the ASL in the circumstances specified therein.<sup>89</sup>

In August 2020, a district court, in a decision on seven motions to certify class actions against various airlines, and having regard to the exclusivity of grounds of action rule, held that an air carrier may not be sued on additional grounds other than breach of the ASL in circumstances in which the Montreal Convention applies.<sup>90</sup> The court also ruled, pursuant to Section 20(e) of the Class Actions Law, 2006, that fixed sum statutory compensation under the First Schedule to the ASL cannot be claimed within the framework of a class action because it is a remedy that does not require proof of damage.<sup>91</sup>

In addition to compensation stemming from aviation legislation, passengers who have sustained physical or mental injury in connection with air carriage may also be eligible for additional compensation under Israeli law. For example, the National Insurance Law 1968 (NIL) provides for payment by the National Insurance Institute of a general disability pension to a person covered by the NIL who has a physical, psychological or mental disability resulting in limited earning capacity. Pursuant to the NIL, the National Insurance Institute may seek recovery from the entity or person responsible for the harm in respect of which such pension (or other such benefit) is paid.

## Drones

Israeli aviation regulations enacted in the 1970s and the beginning of the 1980s currently constitute the regulatory framework for the operation of drones and model aeroplanes (together, unmanned aerial vehicles (UAVs)).<sup>92</sup> Because of the increasing use of UAVs for various purposes in recent years, and the realisation that UAVs pose a threat to air safety (for example, in February 2019, takeoffs and landings at Israel's TLV airport were suspended because of the proximity of drones),<sup>93</sup> the MOT enacted two sets of regulations in 2024 governing the public use of drones (weighing from 250 grams to 25 kilograms) and model aeroplanes (weighing up to 150 kilograms).<sup>94</sup> In view of the simplicity of the US Federal Aviation Administration Regulations<sup>95</sup> dealing with this topic, and the experience gained from their implementation since their introduction in 2016, the Israeli regulations rely on the US model rather than the corresponding European provisions.<sup>96</sup> The regulations deal with the central aspects of UAV operation, such as requirements relating to the UAV operator (principally, minimum age and the need for a licence), requirements regarding UAV software and hardware, and strict rules regarding the operation of drones in public places (including a ban

on operation without direct eye contact, in proximity to an airport or within residential neighbourhoods).<sup>97</sup> It is interesting to note that prior to the enactment of the aforementioned regulations, and due to the massive use of drone warfare by Israel's enemies during the Israel-Hamas war,<sup>98</sup> a special, time-limited regulation that requires all civil drones to carry an RID (remote identification) system and to send identification and operation data in real time to the air traffic control unit, has been approved by the Economics Committee of the Knesset (Israel's legislature).<sup>99</sup>

## Voluntary reporting

To the best of our knowledge, there are currently no voluntary reporting provisions in Israel. However, a regulatory proposal published on 10 October 2024 suggests the introduction of systems designed to receive both voluntary and involuntary reports on incidents of civil aviation, as required by Annex 19 to the Chicago Convention.<sup>100</sup>

## Outlook and conclusions

The continued post-covid-19 growth of the aviation sector in Israel ceased at once following the terrorist attack by Hamas on Israel on 7 October 2024 and the outbreak of the *Iron Swords* war, which hopefully has been brought to an end by agreement reached shortly before the time of writing. Steps towards normalisation with Saudi Arabia, which were expected to have a positive effect on the aviation market in Israel, are currently on hold.

Due to the strong performance of, and confidence in, Israel's anti-missile systems ('Iron Dome', 'David's Sling' and 'Arrow'), the Israeli airspace has remained, on the whole, open for commercial flights throughout the war.<sup>101</sup> At the same time, while Israeli airlines continue to fly to and from Israel, almost all foreign airlines initially suspended their operations to Israel,<sup>102</sup> and only recently, when the situation became clearer, began reactivating routes to Israel.<sup>103</sup> It is expected, following the recent agreement reached for cessation of the war, that the reactivation of routes will be expanded.

As a consequence of population growth, the tiny size of Israel and a lack of vacant areas in the central region of the country (which leads, among other things, to the evacuation of military bases and airports from the centre in favour of construction of residential and office towers), the local airport in the city of Herzliya, in the centre of the country – which serves as the main airport for civilian helicopters – is expected to be closed in the near future. With a view to establishing alternatives, the authorities have begun searching for suitable sites for five helipads in the Tel Aviv area, including roofs of existing buildings, in locations to be approved.<sup>104</sup>

## Footnotes

1. ^ Signed and initialled by Israel and the EU Member States on 30 July 2012 and approved by the Israeli government on 21 April 2013. Ratified by the European Parliament on 20 June 2020: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32020D0952>.
2. ^ Ben Gurion International Airport Activity Summary Annual Report 2012 and Annual Report Ben Gurion International Airport for 2018: <https://www.iaa.gov.il/media/lpgbdeew/%D7%93%D7%95%D7%97-%D7%A4%D7%A2%D7%99%D7%9C%D7%95%D7%AA-%D7%A9%D7%A0%D7%AA%D7%99-%D7%A0%D7%AA%D7%91%D7%92-2019.pdf>.
3. ^ Annual Report Ben Gurion 2022: [www.iaa.gov.il](http://www.iaa.gov.il).
4. ^ Annual Report Ben Gurion Airport 2023 (pgs. 3-4): [www.iaa.gov.il](http://www.iaa.gov.il).
5. ^ The Aeronautical Information Publication (AIP) is published by the Civil Aviation Authority of Israel (CAAI) and is prepared in accordance with the Standards and Recommended Practices (SARPs) of Annex 15 to the Convention on International Civil Aviation and the Aeronautical Information Services Manual (ICAO Doc 8126).
6. ^ Small Claim Leave to Appeal 5621-06-25 *Virnik v. Iberia* (Nevo Database, 10 June 2025).
7. ^ Small Claim Leave to Appeal 13549-08-25 *Cohen v. Austrian Airlines* (Nevo Database, 11 August 2025).
8. ^ Civil Appeal 36/84 (Supreme Court) *Teichner v. Air-France, French Air Lines* (6 January 1987); see also Civil File 1818/03 (District Court) *El-Al Israel Airlines Ltd v. David* (7 July 2004).
9. ^ In a decision dated 15 June 2006, the Israeli government approved the accession of Israel to the Convention and the related Protocol, and authorised the Minister of Foreign Affairs to implement the decision (this has not been done to date).
10. ^ Section 5(a) of the ATL.
11. ^ Because domestic flights are relatively cheap, the sums awarded in cases of flight delay or cancellation are low (again modifying the provisions under the ASL for international flights).
12. ^ As in European Regulation 261/2004, the sum of compensation is dependent on the flight distance.
13. ^ The relevant provision has been inserted into the Licensing of Air Services Law 1963 by Section 23 of the ASL.
14. ^ See Leave to Appeal 60392-02-17 *Ukraine International Airlines v. Sharon Zehavi* (6 December 2017).
15. ^ See Leave to Appeal 50976-02-19 *Anat Sharon v. Aeroflot Russian Airlines* (26 February 2019).
16. ^ The Israeli District Court in CA 54491-01-15 *Bashan v. EasyJet Airline Company Ltd* decided that the CPL does not apply to foreign airlines with no permanent presence in Israel. An appeal to the Israeli Supreme Court (Civil Appeal 5089/20) was filed and later withdrawn (2 June 2022) on the Court's recommendation.
17. ^ Civil Further Appeal 5783/14 *Adv. Lior Zemach v. El Al* (12 September 2017).
18. ^ Chapter 3 of the RER.
19. ^ Section 2 of the LASL.
20. ^ Section 374 of the ANR.
21. ^ *ibid.*, Sections 373 and 375.
22. ^ Sections 2 and 4 of the ANL.
23. ^ Sections 13, 21, 52, 74, 87 and 88 of the ANL.
24. ^ Section 8 of the LASL.
25. ^ *ibid.*, Section 1.

26. ^ *ibid.*, Section 2. See also 'Criteria for the approval of foreign air carrier flights that may constitute operating a base in Israel' (AP 1.1.400, Revision 2, Air Operator Certification, issued by the CAAI on 31 July 2025), which states that as of 31 March 2019, operating permits are not granted to foreign air carriers for passenger air services using a method of operation in which the same aircraft is based in Israel continuously and operates flights to multiple (approved) destinations, thus effectively operating as if it were an Israeli air carrier.
27. ^ Section 5 of the LASL.
28. ^ ATF 1.1.400A, Commercial specifications of a Foreign Air Carrier applying for an operating permit to and from Israel, Air Transport Handbook.
29. ^ Directive AT.1.1.400 Granting an Operating Permit for Scheduled Flights to and from the State of Israel.
30. ^ Security Directives of the MOT Emergency, Security and Cyber Division, 1 February 2025.
31. ^ Section 8C(a1) of the LASL. ATF 1.1.400C, Commitment to appoint a representative of an Air Carrier at airports, Air Transport Handbook.
32. ^ *ibid.*, Section 8c(b)(1).
33. ^ Directive AT.1.1.402 'Granting an Operating Permit for Charter Flights to and from the State of Israel' (Directive AT.1.1.402).
34. ^ 'Definitions' section to Directive AT.1.1.402.
35. ^ AIP Israel GEN 1.4, Entry, Transit and Departure of Cargo (11 August 2022).
36. ^ Security Directive 2025 – Security Measures for Foreign Flights Carrying Commercial Cargo and Entering the Israeli FIR.
37. ^ *ibid.*, Section 1.A.
38. ^ [https://www.icao.int/publications/Documents/7300\\_cons.pdf](https://www.icao.int/publications/Documents/7300_cons.pdf).
39. ^ ASOC controls the security procedures for the arrival of aircraft into and passage through Israeli airspace.
40. ^ Explanatory notes to the ANL Draft, p. 1.
41. ^ [www.eurocontrol.int/about-us](http://www.eurocontrol.int/about-us).
42. ^ <https://web.archive.org/web/20160619001131/www.eurocontrol.int/articles/comprehensive-agreement-states>.
43. ^ CAAI Directive AW 1.4.103 (2015) Issuance/Renewal/Modification of Certificate of Airworthiness, CAAI Directive AW 1.4.231 (2015) Airworthiness Directives Publication, CAAI Directive AW 1.4.301 (2014) Issuance of Initial Certificate of Airworthiness.
44. ^ Regulation 127 of the ANR.
45. ^ Section 1 of the AIAI Legislation.
46. ^ Section 106 and 138 of the ANL.
47. ^ Section 107 of the ANL empowers the MOT to appoint a chief investigator to coordinate the investigation of safety-related incidents.
48. ^ Sections 96 and 114 of the ANL.
49. ^ CAAI Directives GEN 4.0.500 (2014) Report on Safety-Related Incident – Receipt and Handling.
50. ^ Draft Bill for the Authority of Civil Safety Investigation 5783-2023, HH (Gov.) 1630 1100, [https://fs.knesset.gov.il/25/law/25\\_ls1\\_2658621.pdf](https://fs.knesset.gov.il/25/law/25_ls1_2658621.pdf).
51. ^ Regulations 2-3 and 6 of the ARCI.
52. ^ Regulation 5 of the ARCI.
53. ^ Regulation 2-4 of the ARCI.
54. ^ Regulation 12 of the ARCI.

55. ^ Regulation (EC) No. 785/2004 (as amended by Regulation (EU) No. 285/2010 and Commission Delegated Regulation (EU) 2020/1118).
56. ^ As amended from time to time.
57. ^ Officially known as the Air Transport Agreement between the Government of the State of Israel and the Government of the United States of America.
58. ^ Officially known as the Euro-Mediterranean Aviation Agreement.
59. ^ Restrictive Trade Practices Rules (Block Exemption for Arrangements between Air Carriers Concerning Marketing Flight Capacity to Destinations Covered by Open Skies Agreement) (Temporary Order) 2012. This block exemption was valid until 9 November 2022.
60. ^ Restrictive Trade Practices Rules (Block Exemption for Arrangements between Air Carriers) (No. 2), 2013 (Block Exemption Rules 2013). This block exemption was valid until 1 December 2023.
61. ^ Notice of the Commissioner of the Competition Authority's intention not to extend the Block Exemption for Arrangements between Air Carriers Concerning Marketing Flight Capacity to Destinations Covered by the Open Skies Agreement (Temporary Order) 2012: [www.gov.il/he/Departments/news/interncarriageair](http://www.gov.il/he/Departments/news/interncarriageair).
62. ^ Section 7a of the Air Carrier Block Exemption.
63. ^ Section 47 of the Competition Law.
64. ^ CA 10538-02-13 *Hatzlaha For Promoting a Fair Society (R.A.) v. El-Al Israeli Airlines et al* (19 January 2020).
65. ^ CA 3183/20 *Lufthansa et al v. Hatzlaha Foundation* (18 May 2020).
66. ^ Section 19 of the Competition Law.
67. ^ Section 21(a) of the Competition Law.
68. ^ The Air Transport Law 1980.
69. ^ Article 21(1) of the Montreal Convention.
70. ^ Article 21(2) of the Montreal Convention.
71. ^ Section 13 of the ATL.
72. ^ Section 14 of the ATL.
73. ^ The Israeli Class Action Law 2006 provides a specific mechanism for the approval of a settlement in a class action. The mechanism is not sector-specific and applies to any class action, including those in the aviation sector.
74. ^ Civil Procedure Regulations 2018 (the New Regulations), which replaced the Israeli Civil Procedure Regulations 1984.
75. ^ Regulations 34–35 of the New Regulations.
76. ^ Except for claims for compensation due to bodily injuries, or claims based on the Compensation for Road Accident Victims Law 1975.
77. ^ Regulation 37k and the Second Addendum of the New Regulations.
78. ^ Section 15 of the ATL and Article 35 of the Montreal Convention.
79. ^ The Aviation Services Law (Compensation and Assistance for Flight Cancellation or Change of Conditions) 2012.
80. ^ Section 19 of the ASL.
81. ^ See Civil File 2474/86 *Nezer v. Kanfonit* (1994).
82. ^ Sections 11 and 84 of the Civil Wrongs Ordinance (New Version). The allocation of liability between wrongdoers *inter se* may be the subject of a contract between them (e.g., a contract whereby one party undertakes to indemnify and hold another harmless).
83. ^ See, for example, Articles 21 and 22 of the Montreal Convention, as incorporated into Israeli law under Section 6 of the ATL.

84. ^ Sections 1 and 2 of the LDPL. Section 4 of the LDPL lists a number of defences available to a manufacturer such as that arising if the manufacturer can prove that the defect that caused the damage manifested itself after the product had left the manufacturer's control, and provided that the product had undergone reasonable safety inspections.
85. ^ Equivalent to Article 17(1) of the Montreal Convention.
86. ^ Civ App 20/83 *Solomon Dadon v. Air France French Air Lines Ltd* (22 October 1984).
87. ^ Leave to Appeal (Tel Aviv) 23465-07-17 *Iberia Airlines v. Flaisher-Peled et al* (20 November 2019).
88. ^ Leave to Appeal 8456/19 *Iberia Airlines v. Flaisher-Peled* before the Supreme Court.
89. ^ Section 11 of the ASL.
90. ^ CA 2767-08-16 *Vaknin v. El Al Israel Airlines Ltd.* (16 March 2023; Sections 58–68); see also CF (Tel-Aviv) 7262-10-18 *Haziza el al v. Arkia Israeli Airlines* (10 January 2021), paragraph 12.
91. ^ CA 44555-03-19 *Dahan v. Israir Company Ltd* (27 May 2020), paragraph 34; in CA 50259-07-19 *Shalom Itzhak Zoarez v. Israir aviation and Truism Ltd* (20 December 2020), paragraph 23; and in CA 59220-11-16 *Gelbert v. Arkia Israeli Airlines* (22 December 2021), paragraph 113.
92. ^ Mainly, the Aviation Regulations (Operation of Aircraft and Flight Rules) 1981.
93. ^ 'Drones briefly halt Ben Gurion flights' (*Times of Israel*, 2 February 2019), available at [www.timesofisrael.com/jets-scrambled-after-civilian-plane-flies-over-sderot-without-coordination/](http://www.timesofisrael.com/jets-scrambled-after-civilian-plane-flies-over-sderot-without-coordination/).
94. ^ Aviation Regulations (Operation of a Small Drone), 2024, and Aviation Regulations (Operation of a Model Airplane), 2024. On 31 March 2025, the CAAI published a proposed amendment to the the latter regulation, aiming to implement the amendment made in the Aviation Regulations (Operation of Aircraft and Rules of Flight), 1981, during 2025.
95. ^ 14 CFR Section 107 – Small Unmanned Aircraft: [https://ecfr.io/Title-14/cfr107\\_main](https://ecfr.io/Title-14/cfr107_main).
96. ^ Explanatory notes to the Draft Regulations, pp. 36–37.
97. ^ Agenda of the Economic Committee, Knesset: <https://main.knesset.gov.il/Activity/committees/Pages/AllCommitteesAgenda.aspx?Tab=3&ItemID=2217365>.
98. ^ Liran Antebi and Matan Yanko-Avikasis, 'Life and Death in the Hands of the Drone: The Small, Cheap Devices Early in the Swords of Iron War' (*INSS*, 26 October 2023): <https://www.inss.org.il/wp-content/uploads/2023/10/No.-1772.pdf>.
99. ^ The Aviation Regulations (Temporary Order - Iron Swords) (Remote Identification of Drones), 5783-2023: [www.gov.il](http://www.gov.il).
100. ^ Air Navigation Regulations (Reporting, Analysis and Tracking of Incidents in Civil Aviation) Draft, p. 1.
101. ^ Except near to and during the air attack carried out by Iran from its territory and the territory of other countries against Israel on the night between 13 and 14 April 2024, which included 110-130 ballistic missiles, about 185 UAVs and 36 cruise missiles. IDF Spokesman, 14 April 2024: [www.idf.il](http://www.idf.il); CBS, 16 April 2024, 'What Iran launched at Israel in its unprecedented attack, and what made it through the air defenses': <https://www.cbsnews.com/news/iran-israel-attack-what-weapons-launched-how-air-defenses-worked/>.
102. ^ <https://www.mako.co.il/travel-news/israel/Article-869a98e55368c81027.htm>.
103. ^ *Aviation News*, 1 May 2024, 'The airlines that are (not) returning to Israel in the meantime' (by Noam Rosen): <https://aviationnews.co.il>.
104. ^ *Globes*, 2-3 May 2024, 'Tender for future transport in Tel Aviv: where will the helicopters land in the Tel Aviv area' (by Anat Daniely-Lev): <https://www.globes.co.il/news/article.aspx?did=1001477672>.

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