

ISRAEL

PRELIMINARY

The Ministry of Transport and Communications, Legal Advisor's Office, of Israel, informed the editor, in regard to aviation laws in force, as follows:

The Israeli Parliament has adopted in 1950, the Aviation Law 1950 (Sefer Hahukim No. 33 dated 6.2.50, page 73).

The said law contains various amendments to the Palestine Mandatory Aviation Law, namely the U.K. Air Navigation (Colonies, Protectorates and Mandated Territories) Order 1927.

The new law was destined to enable the application of the 1927 law in Israel and to amend it so as to adapt it to the needs of the State of Israel and to the new international instrument governing the subject.

The 1927 Law as so amended has been sufficient to cover current activities of the Civil Aviation authorities in Israel.

A special commission of experts is about to be set up in the near future by the Minister of Transport and Communications for the preparation of a new basic Civil Aviation Law.

This Ministry has prepared a new law governing Carriage by Air, based upon the 1929 Warsaw Convention and the 1955 Hague Protocol. The new law will govern both international and internal carriage. This law is to replace the Carriage By Air (Colonies, Protectorates and Mandated Territories) Order, 1934 (Palestine Gazette No. 511 of 9.5.1935), which gave effect in Palestine to the 1929 Warsaw Convention.

As regards technical regulations, we had the advantage of advice of the ICAO Technical Assistance Mission for the working out of new sets of regulations concerning:

- (a) Licensing of aviation personnel.
- (b) Airworthiness of aircraft.

These regulations have been prepared by this office and were considered and approved by a committee composed of experts in aviation from amongst the Israeli Aviation companies, The Israeli Aircraft Maintenance Institute and the Israeli Aviation Authorities.

The licensing of personnel regulations have been duly published in the State's Official Gazette (Kovetz Hatakanot No. 615 of the 18.6.1956).

The airworthiness regulations were given effect to, on an administrative basis, by the Director of Civil Aviation and after an experimental period of administrative application, they will be duly promulgated.

There was no need for a new basic law to give a legal basis to those regulations; the existing law, as supplemented in 1950 was sufficient in this respect.

There are various other regulations promulgated by the Minister of Transport and Communications, such as the Civil Aviation Regulations (Licensing of Air Transport Services), 1956 (Kovetz Hatakanot No. 624 of 26.7.1956) and also the Civil Aviation Regulations (Fees), 1956 (Kovetz Hatakanot No. 624 of 26.7.1956).