



AT 1.1.402	Granting an Operating Permit for Charter Flights to and From the State of Israel	Document status: valid
Revision #3	Valid upon: 1/2026	Last review: 3/12/2025

Directive for Granting an Operating Permit for Charter Flights to and From the State of Israel

This document is worded in the masculine for the sake of convenience only, and any content thereof in the masculine refers to the feminine as well.

Objective

The objective of this Directive is to clarify and describe the process for the granting of operating permits for charter flights of all types, to and from the State of Israel, while describing the regulatory requirements for the permit Applicant, and describing CAAI actions in evaluating the application.

						
Rationale	Definitions	Officers	Applicable regulation	Forms and tools	Editions	Appendices

Rationale

1. The purpose of this Directive is to clarify and specify the procedures required to obtain an Operating Permit for each Air Operator, to perform charter flights to and from the State of Israel, according to the Licensing of Aviation Services Law, 1963, the Licensing of Aviation Services Regulations (Charter Flights), 2023, the Aviation Law 2011, the Aviation Regulations (operation of Aircraft and Flight Rules) 1981, and as described herein in this procedure.
2. The Directive is intended for use of the public, and it defines the requirements from an Air Operator, as defined below, to receive a permit to perform the flights.
3. Moreover, the Directive serves all professional elements, including the Economic and International Affairs Division, taking part in processing the application and evaluating the criteria included in the process of the approval of the application and the granting of the Operating Permit.



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Definitions

1. **"Operating Permit"** – a permit issued by the Director General of the Civil Aviation Authority of Israel under section 8C to the Licensing of Aviation Services Law, 1963;
2. **"Official"** – Head of the operator's permit unit at the Economic and International Affairs Division of the CAAI, responsible for issuing Operating Permits to air carriers for the purpose of performing commercial flights to and from Israel;
3. **"Director"** – Director of the CAAI, or an employee of the aforementioned authority that has been authorized by the director pursuant the Licensing of Aviation Services Law, in whole or in part, pursuant to Section 19(b) of that law;
4. **"Charter Agreement"** – An agreement with an air carrier for the performance of charter flights;
5. **"Airplane declaration"** – A summary list of the airplane of the Air Operator as appearing in the Airline Operator's Certificate (AOC).
6. **"Dangerous Goods"** – Items, objects, or materials, that may present a clear risk to health, safety, or property while being transported by air.
7. **"Seventh, Eighth, or Ninth Freedom"** – As defined in the document (Doc 9626) titled Manual on the Regulation of International Air Transport, published by ICAO, and a copy thereof is deposited for perusal by the general public, free of charge at the CAAI offices. The principles of the abovementioned freedoms are published on the CAAI internet site.
8. **"Wet lease"** – A situation where one party (the Leese) realizes its traffic rights by making use of an aircraft operated as part of an Operator's Permit held by another party (the lessor).
9. **"Commercial Flight"** – carriage of passengers or cargo by means of air transportation, for remuneration;
10. **"Charter flight"** – One of the below, respectively:
 - 1) **"Cargo Charter Flight"** – a non-scheduled flight, in which a Tour Operator rents, from an air carrier operating an aircraft, capacity in the aircraft, for the sole use of cargo transportation;
 - 2) **"Passenger Charter Flight"** – a non-scheduled flight, in which a Tour Operator rents, from an air carrier operating an aircraft, capacity in the aircraft, for the transportation of passengers, with or without cargo;
 - 3) **"Own Use Charter Flight"** – a flight whereby a person hires the entire capacity of the airplane for his own use, with the cost of the hiring falls entirely on that person, and is not transferred to others in whole or in part, directly or indirectly, including by sale or advertisement to the general public;



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1. **“Scheduled flight”** – An international commercial air transport flight, which is part of a series of flights to which all of the below apply:
 - (1) Seats or capacity to transport passengers, cargo and/or mail are made available by the Air Operator for Individual purchase by the public, whether directly or indirectly;
 - (2) The flight is operated for the purpose of transporting passengers or goods, including cargo, between the same airports, with at least one of the below applying:
 - (a) The flights are carried out according to a published schedule.
 - (b) The flights in the series are so orderly as to constitute a clearly identifiable methodical series.
2. **“Working day”** – one of the days of the week, other than Friday, a day of rest as defined in Section 18a(a) of the Order of Government and Legal Procedure , 1948, and the eve of such a workday, and a holiday or sabbath as defined in the law.
3. **“Tour Operator”** – a person who purchases capacity, n whole or in part, for sale to another;
4. **“Air Carrier”** – an Air Operator required, under the law, to receive an operation permit for performing a flight;
5. **“New Air Carrier”** - an Air Carrier which has not obtained an Operating Permit during the year preceding the filing of the current application;
6. **“Air Carrier from a Third Country”** – “a Foreign Air Carrier whose point of origin of its flights to the State of Israel is not within its State of Operations. This does not apply to an Air Operator whose State of Operator is an EU Member State, and it operates flights whose point of origin is in another EU Member State;
7. **“Air Operator”** – an Israeli Air Operator with which is authorized to operate aircraft for commercial flights pursuant to Section 17 of the Air Navigation Law, 2011 (hereinafter: **“the Air Navigation Law”**) or a foreign carrier with a license parallel to such an authorization, issued to them by the authorized agency in their carrier country, as defined in the Aviation Law, as long as the Carrier is obligated to receive an Operation Permit according to the aviation laws.
8. **“Aviation Security Operations Center (hereinafter: “ASOC”)** – the operations center, headed by the Ministry of Transportation’s Security Department, entrusted with issuing approvals for Air Carriers in the security aspect only, for operating flights to and from Israel;



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9. **“Representative”** – a representative in Israel acting on behalf of an Air Operator and is authorized to perform on its behalf with the required proceedings in accordance with the Licensing of Aviation Services Law;
10. **“Route”** – a series of points indicating a geographic position, which in between a flight is operated, including point of origin, point of destination and one or more intermediate points, when at least one such point is within the territory of the State of Israel;
11. **“Community List”** – list of air operators which are subject to an operating ban due to safety reasons established in the European Commission Regulation (EC) No 474/2006 of 22 March 2006, as amended from time to time by the European Commission, and found [at this link](#);
12. **“Exemption from Operating permit”** – Types of cargo or passenger commercial operations for which an Operator’s Permit is not required according to the Licensing of Aviation Services Regulations (Exemption from Operator’s Permit), 2018
13. **“Commercial Flight”** – carriage of passengers or cargo by means of air transportation, for remuneration;



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Sources and Regulatory Guidance for the Air Carrier

1. The Licensing of Aviation Services Law, 1963, (hereinafter – Licensing of Aviation Services Law) determines that Air Operators (Israeli and Foreign) shall not operate aircrafts on commercial operation for the carriage of passengers or transportation of cargo or goods for remuneration, from, to Israel or within its territory, unless they are holding an Operating Permit issued by the Director of the CAAI. The Air Operators must operate the flights in accordance with the Operating Permit conditions. The Operating Permit is given for a specified period and for every destination that the Air Operator is authorized to operate flights from.
2. The Licensing of Aviation Services Regulations (Charter Flights), 1982 (**hereinafter: Charter Regulations**), regulates the definitions and criteria for the process and conditions of the Operating Permit in regard to charter flights.
3. Licensing of Aviation Services Regulations (Exemption from Operator's Permit), 2018, determine the types of commercial operations are exempt from the requirement to receive an Operator's Permit, and, therefore, which types of commercial operation require such a permit.
4. The Air Navigation Regulations (Charges for Registration, Certification and Documentation), 2009 regulate the charges payable by an Air Operator and a Tour Operator for the operation of charter flights.
5. Bilateral aviation agreements between states constitute the regulatory tool used to form the framework under which states grant each other traffic rights for scheduled flights, and in certain agreements, also for charter flights.
6. The Economic and International Affairs Division at CAAI is responsible for granting approvals for scheduled and charter flights pursuant to the regulatory provisions mentioned above.

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Core of the Procedure for Submitting an Application for an Operating Permit for Charter Flights by an Air Operator

First Stage - Submitting the Application

1. An Air Operator planning to operate charter flights to and from the State of Israel shall apply to the Official by means of its appointed representative. The application shall be submitted according to the schedule specified in the Charter Regulations, 2023.
2. The application shall be submitted by means of an application form (ATF-1.1.402A - the form is attached in Appendix B), signed by the Air Carrier and the Tour Operator, including:
 - a. A copy of the charter agreement;
 - b. Planned route or routes;
 - c. Applied-for number of weekly frequencies;
 - d. Date and number of flights;
 - e. Types of airplanes used to operate the flights;
 - f. Applied-for type of operation (passengers / cargo)
 - g. Identity of the Tour Operator / Lessee;
 - h. Documents indicating of adequate insurance coverage to insure payment of compensation for damage, including third party liability, which could be caused consequent to the operation of the airplanes;
 - i. If the application is for a wet lease between two Air Carriers – a lease agreement must be attached.
 - j. If the Air Operator applies for carriage of dangerous goods requiring an exemption or approval according to the technical instructions for dangerous goods as defined in the Air Navigation Law 2011 - this must be included in the application.
 - k. In the case of an **Air Carrier from a Third Country**, planning to perform passenger flights, this must be mentioned in the application for a special approval.
3. A **New Air Operator** shall, in addition to the details of Sections 1-2 above, attach:
 - a. Form A – Commercial details of the company (except for a lessor in a lease operation);
 - b. From B- Operational details of the company.



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- c. An airplane Statement regarding the list of the Operator's airplanes as listed in the company's Airline Operator's Certificate (AOC);
 - d. The Carrier's declaration of appointing an airport representative for passenger assistance.
4. An air carrier's application for update of an operation's permit granted to the carrier due to a change in the details of the flight that has occurred after the granting of the Operating Permit, shall be submitted to the official prior to the planned date of the flight the details of which has been changed. For these purposes, "a change in the flight details" includes a change referring to any of the following details listed in the Operating permit issued: the type of airplane / no. of flight / date of the flight. **In the event that the application pertains to a change in the route, for the purpose of this procedure it shall be considered as a new application.**

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Second Stage – Document Review and Evaluation

1. The official shall receive the application and evaluate its compliance with the requirements above.
2. The Official shall ensure that there is no impediment to considering the application in terms of the traffic rights.
3. Upon every update of the Community List, the Official shall check whether an Air Operator which currently holds a valid operating permit has been added to the Community List, as published on the European Commission's Internet site, [at this link](#). If such an Air Operator exists, the Official shall report to the Director of Economic & International Affairs Division which shall act to revoke that Air Operator's Operating Permit, in accordance with the provisions of Article 8C (f) of the Licensing of Aviation Services Law.
4. In the event of an application by a new Air Carrier only, including in the case of a wet lease where one or both parties are new, the Official shall submit the application for approval by additional reviewing elements:
 - a. Evaluation of the appropriateness of the insurance by the official of the Economic and International Affairs Division;
 - b. Safety evaluation and approval by the authorized element in the Flight Standards Division at the CAAI;
 - c. Security evaluation and approval by the ASOC at the Ministry of Transport.
5. In the event that the application includes the air transportation of Dangerous Goods, the application shall be forwarded for evaluation to the Air Standards Division at the CAAI.



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6. If one of the evaluating bodies finds that in matters concerning its field of responsibility, based on the submitted documents, the application is not eligible for approval or that further completion of the documents or their amendment is required, it shall notify the Air Operator or its representative with a copy to the Official.
7. If the evaluating bodies reach a conclusion, each in its own field of responsibility, that the application may be approved, it shall notify the Official, and them alone, of the objection to the approval.
8. In passenger or cargo charter flights making use of Fifth or Seventh Freedom rights, and in own-use charter flights making use of Seventh Freedom rights – where an application submitted to the Official includes operation by an Air Carrier from a Third Country – a “Non-Objection” procedure shall be conducted, as detailed in this Section:
 - a. The Air Carrier from a Third Country, or the relevant organizer / lessee (hereinafter: the “Applicant”), shall first approach the Israeli Air Carriers listed in Appendix C, in order to examine whether they are able to operate the requested flight or flights by means of an aircraft under the commercial and operational responsibility of the Israeli Air Carrier (i.e., operated under the Israeli Air Carrier’s AOC, and not by means of a wet lease).
 - b. The Applicant shall allow the Israeli Air Carriers at least two (2) working days to respond to its inquiry. These days shall not be counted as part of the minimum number of days required for the submission of an application for the operation of charter flights, as set forth in Regulation 4(c) of the Charter Regulations and as further detailed below.
 - c. The application shall include the entire series of flights requested under the operating permit for the same Applicant and the same destination, and the response of the Israeli Air Carriers shall relate to the entire series.
 - d. Where the Israeli Air Carriers respond in the negative, or fail to respond within two (2) working days from the date of the inquiry, the application shall be processed as a regular application with respect to traffic rights and may be approved, subject to the additional regulatory examinations detailed in this Directive.
 - e. Where an Israeli Air Carrier expresses its willingness and ability to operate the requested flights itself, it shall notify the Applicant within two (2) working days and shall contact the relevant organizer or lessee, directly or through the Air Carrier from the Third Country, for the purpose of operating the flights. The Israeli Air Carrier shall copy the Official on such notification and shall submit, without delay, an application to operate the relevant flights to the Official, in accordance with the



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timeframes set forth in the Charter Flights Regulations and the provisions of this Directive.

- f. Upon completion of the “Non-Objection” procedure vis-à-vis the Israeli Air Carrier, and insofar as still applicable, the Air Carrier from the Third Country shall submit its application pursuant to this Section in accordance with the timeframe prescribed in Regulation 4(c) of the Charter Regulations, as follows:

An application by an Air Carrier that has not been granted an operating permit for charter flights during the year preceding the submission of the application, or by an Air Carrier that has been granted such a permit during the year preceding the submission of the application, for the operation of more than twenty (20) charter flights, shall be submitted at least fifteen (15) working days prior to the scheduled date of operation of the first flight;

An application by an Air Carrier that has been granted an operating permit for charter flights during the year preceding the submission of the application, for the operation of twenty (20) charter flights or fewer, shall be submitted at least five (5) working days prior to the scheduled date of operation of the first flight;

For the avoidance of doubt – in the case of an Air Carrier from a Third Country as detailed in this Section, an application for charter flights that does not comply with the timeframe prescribed in Regulation 4(c) of the Charter Regulations shall not be approved.

- g. Where an Israeli Air Carrier has notified its intention and ability to offer flights pursuant to this Section and subsequently withdraws such intention or fails to submit the flights as declared – the Air Carrier from the Third Country may re-apply to the Official for the operation of the said flights. In addition, the Civil Aviation Authority of Israel may elect not to rely on declarations made by such Israeli Air Carrier in future “Non-Objection” procedures.
- h. The requirement for an Air Carrier from a Third Country to conduct a “Non-Objection” procedure under this Section shall not apply in the following cases:
- Where the air services agreement between the State of Israel and the State of the Air Carrier from the Third Country, or a parallel arrangement between the States, permits the operation of scheduled or charter flights by means of the requested air freedom;
 - Where an Air Carrier from a Third Country seeks to operate own-use charter flights by means of Fifth Freedom rights;
 - In the case of an exceptional and urgent application that does not allow for the execution of the procedure described herein, such as an emergency



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situation or an unforeseen technical malfunction that could not have been anticipated in advance.

9. In the event that an application has been submitted to the official including operation by an Air Carrier from a Third Country, the application shall be evaluated by the official, and, if necessary, forwards also for evaluation by the Director of the Economic and International Affairs Division (except in situations where the flight is a cargo flight performed by an Air Carrier from a Third Party and organized by an Israeli Tour Operator).
10. The Official shall then issue a voucher for the payment of the fees applicable for the operation of the flights according to the provisions of the Air navigation Regulations (Registration fees, Licensing and Registration), 2009. The Official shall ensure the fees are paid prior to the granting of the operating permit.

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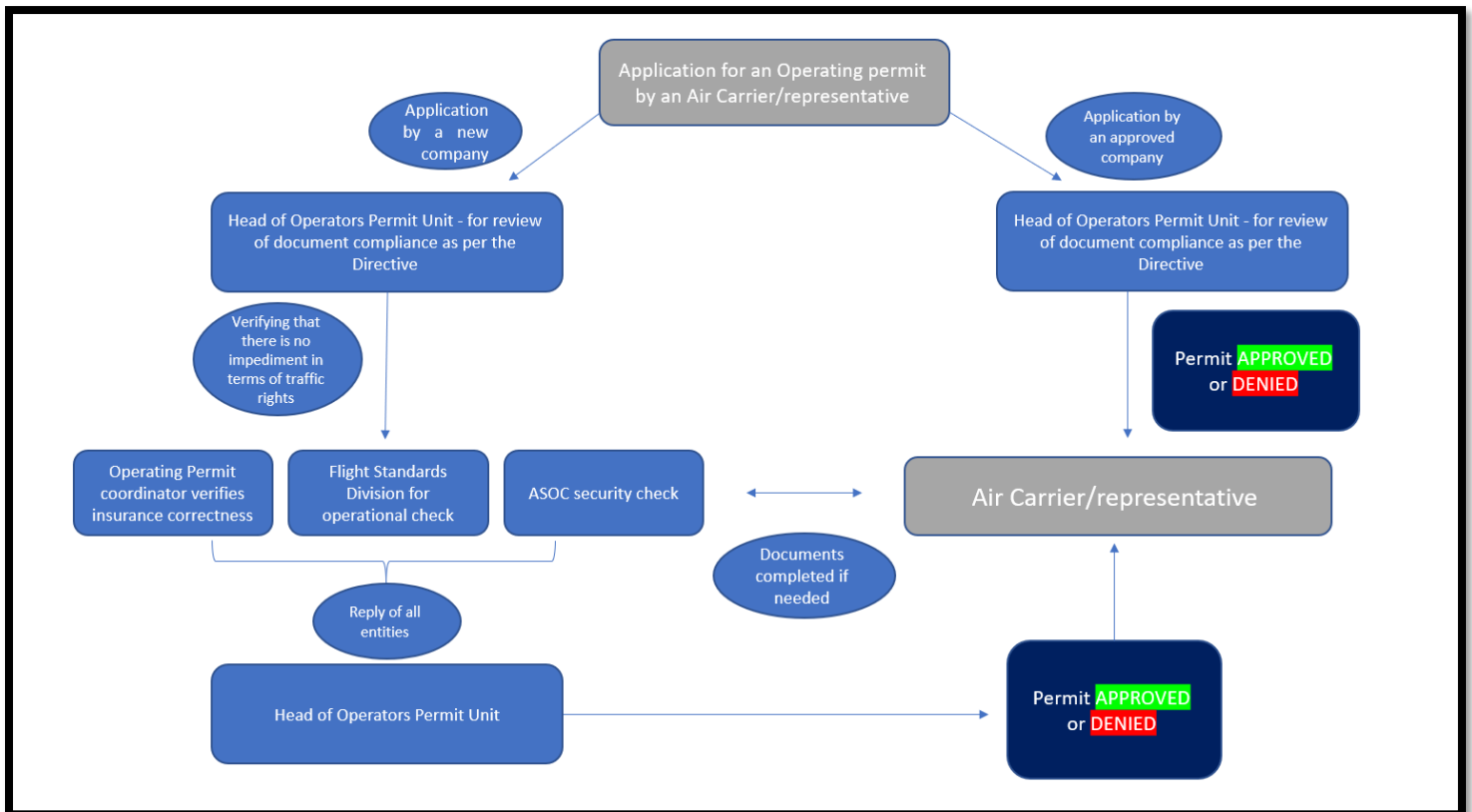
Third Stage – Issue or Updating of the Operating Permit

1. After the completion of the required process and after the payment of the relevant fees, the Official shall issue the Operating Permit in accordance with the provisions of article 8C to the Licensing of Aviation Services Law, 1963. The Operating Permit shall include, at least, the following details and conditions:
 - a. Identification number of the flight or flights given by the Air Operator at the time of the application submission;
 - b. Route of the flight or flights;
 - c. Date of the flight or flights;
 - d. Type of the airplanes;
 - e. Approved type of operation;
 - f. Duration of the time for which the Operating Permit is issued;
 - g. If relevant, terms approved for the carriage of cargo on a passenger charter flight;
 - h. In the event of operations as part of a wet lease where the lessee is an Israeli AirCarrier – disclosure requirements as per AT1.1.406 (Leasing Directive).
2. The Operating Permit shall be granted for a limited period which shall not exceed the relevant date of the Winter or Summer IATA season.
3. The Official shall forward the Operating Permit to the following:
 - a. The Coordination Center of the Israeli Airport Authority;
 - b. ASOC
 - c. The Air Operator through its representative.



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Flowchart for the Directive on Granting an Operating Permit for Charter Flights to and From the State of Israel





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Officers

1. Director, Economic and International Affairs Division, CAAI
2. Director, Commercial Operating Permits Division, CAAI
3. Authorized element at the Air Standards Division, CAAI
4. ASOC at the Ministry of Transport.
5. Authorized element for insurance evaluation, Economic and International Affairs Division, CAAI

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Applicable Standards

1. Licensing of Aviation Services Law, 1963
2. Aviation Law, 2011
3. Aviation Law (Regulations for Mandatory Insurance for Commercial Operation of Aircraft), 2017
4. Licensing of Aviation Services Regulations (Charter Flights) 2023,
5. Licensing of Aviation Services Regulations (Exemption from Operating Permits) 2018,
6. Aviation Regulations (Registration, Licensing, and Records Fees).
7. GEN1.2 from Israel's Air Information Publications (AIP)

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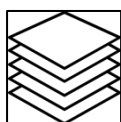
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Forms

1. Form ATF 1.1.400A – Commercial specifications of a foreign Air Operator applying for an Operating Permit to and from Israel;
2. Form ATF 1.1.402A – Application for operation of Charter Flights;
3. Form ATF 1.1.400C – Commitment to appoint a representative of an Air Operator at airports;
4. Air Standards Division Form B

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Editions

Edition no.	Date.	Substance of change	Changed by	Approved by
1	28/08/2023	Content update and implementing the Division Director's content	Or Zaken and Esti Steiner	Ishay Don Yahya,
2	13/11/2023	Implementing the comments of the legal office and the standards department at the Air Standards Division, and accessibility check	Or Zaken and Esti Steiner	Ishay Don Yahya, Geva Stern

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Appendices

- Appendix A – Example of a Standard Foreign Carrier Operation Permit
- Appendix B – Example of a Standard Israeli Carrier Operation Permit
- Appendix C – Israeli Carriers to be Approached for "Non- Objection"

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Appendix A – Example of a Standard Foreign Carrier Operating Permit

To:

Name of Air Carrier relevant representative

Air Carrier

This Operating Permit is granted for *[Air Carrier name]* to operate *[Scheduled/Charter]* *[Passenger/Full Cargo/Own Use]* services to /from *Israeli destination* as detailed:

Departing Flight Number	Period of Operation	Days Of Operation	A/C Type	Route	Weekly Frequencies
				TLV	

[If charter flight – Tour Operator name]

Notes: this permit is granted subject to following conditions:

- In accordance with AIP Israel-GEN 1.2
- Subject to prohibition on carrying out activity as specified in article 3 of AP 1.1.400 attached.
- Subject to the list of confirmed A/C by the CAAI (Confirmed "STATEMENT")
- Option A – Planned Wet Lease: The flights may be operated by a wet lease of the aircraft listed below from:
[Airline name]
[Aircraft model & registration]

Signature of relevant CAAI Official

Cc: Director International Relations & Air Transport Division, CAAI

Coordination Center, Israeli Airport Authority

ASOC-Aviation Security Center, MOT



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Appendix B – Example of a Standard Israeli Carrier Operating Permit

To: Name of Air Carrier

Subject: Operating Permit Number AA B.C. XXX/YY

Ref: Your Request dated dd/mm/yyyy

This Operating Permit is granted for *[Air Carrier name]* to operate *[Scheduled/Charter]* *[Passenger/Full Cargo/Own Use]* services to /from *Israeli destination* as detailed:

[If charter flight – Tour Operator name]

Arrival Flight Number	Departing Flight Number	Period of Operation	Days Of Operation	A/C Type	Route			Weekly Frequencies
						TL	V	

Notes: this permit is granted subject to following conditions:

In accordance with AIP Israel-GEN 1.2

Subject to the list of confirmed A/C by the CAAI (Confirmed "STATEMENT")

Option A – Planned Wet Lease: The flights may be operated by a wet lease of the aircraft listed below from:

[Airline name]

[Aircraft model & registration]

Option B: urgent wet lease (Aircraft on Ground) – in case of urgent and unforeseen circumstances in which there is an a/c on ground which needs to be replaced by an a/c from wet lease, the flights may be operated by a wet lease of the aircraft listed below from:

[Airline name]

[Aircraft model & registration]

If the flights are operated by a wet lease, passenger disclosure provisions as detailed in CAAI Directive AT/ 1.1.406 shall apply and are an integral condition in the operating permit.



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Appendix C – Israeli Carriers to be Approached for "Non- Objection"

Information – Israeli Carriers

Email Address	Contact Person	Israeli passenger Carriers
StanleyM@elal.co.il	Stanley Morais Director International Affairs Commercial & Industry Affairs	EL AL
uris@israir.co.il	Uri Sirkis Director	ISRAIR
DaniG@arkia.co.il	Danny Grinberg Planning and Coordination Manager	ARKIA
michael@airhaifa.com	Michael Strassburger Co-Founder & EVP Commercial	AIR HAIFA

Email Address	Contact Person	Israeli Cargo Carriers
StanleyM@elal.co.il	Stanley Morais Director International Affairs Commercial & Industry Affairs	EL AL
Yochai.Mossi@Challenge-Group.com Shay.Rubinstein@Challenge-Group.com	Yochai Mossi Network Planning Deputy Manager +972 545954997 Shay Rubinstein Network Planning Officer	Challenge