EUROCONTROL

LSSIP 2021 - ISRAEL
LOCAL SINGLE SKY IMPLEMENTATION

Implementation Overview

FOREWORD

The exceptional situation we are living in and its effects on aviation, shows the importance of a robust planning and monitoring process for the European ATM implementation in our evolving environment.

EUROCONTROL works with all operational stakeholders to manage a seamless European airspace, linking together the elements of the European ATM system into a single value chain. Focusing on performance of the European network, we partner with the operational stakeholders to enable flights to reach their destination safely, on time, with the least possible impact on environment and in a cost-efficient way.

This year, the EUROCONTROL Network Manager and the SESAR Deployment Manager (SDM) teams joined forces to achieve a unified planning and monitoring, critical to move towards our common goal of implementing a single value chain in aviation.

The famous quote: "What we cannot measure, cannot be improved", shows the importance of ATM implementation reporting. The EUROCONTROL Local Single Sky ImPlementation (LSSIP) process, methodology, tools and documents annually express the commitment of civil and military national organisations (Regulators and National Supervisory Authorities, Air Navigation Service Providers and Airport Operators), and their cooperation towards the implementation of the European ATM Master Plan Level 3, including the EC implementing regulation 2021/116 (Common Project 1).

The LSSIP documents provide an extensive, consolidated and harmonised picture, for the benefit of the ATM community at large, of how ECAC States and States having a Comprehensive Agreement with EUROCONTROL, and stakeholders concerned, are progressing in planning and deploying all mature elements of the European ATM Master Plan.

In addition, EUROCONTROL is promoting practices to avoid unnecessary duplication of reporting from the stakeholders. Our continuous cooperation with the SDM and the SESAR Joint Undertaking (SJU) ensures the optimisation of the reporting mechanisms bringing all the processes into a single value chain, without diverging monitoring results.

The reliability and quality of the data provided by national stakeholders also allows the LSSIP information to constitute the sole source of information for the development of ICAO's Aviation System Block Upgrades (ASBUs) Implementation Monitoring Report in the ICAO EUR Region. EUROCONTROL undertakes this work, on behalf of ICAO, for all 55 ICAO/EUR States in accordance with the Global Air Navigation Plan (GANP).

I would like to thank, once again, all our stakeholders for their engagement and substantial effort spent in contributing to the information shared in the LSSIP+ Tool and to the production of this LSSIP document. This is a proof of commitment to the principles of transparency and partnership, for the benefit of the entire Aviation community!

Enjoy the reading!

Iacopo Prissinotti
Director NM - Network Manager
EUROCONTROL

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LSSIP Documents	https://www.eurocontrol.int/service/local-single-sky-implementation-monitoring
Master Plan Level 3 – Plan Edition 2021	https://www.eurocontrol.int/publication/european-atm-master-plan-implementation-plan-level-3
Master Plan Level 3 – Report Year 2021	https://www.eurocontrol.int/publication/european-atm-master-plan-implementation-report-level-3
European ATM Portal	https://www.atmmasterplan.eu/
STATFOR Forecasts	https://www.eurocontrol.int/statfor
National AIP	https://www.gov.il/en/Departments/Guides/aip-israel

APPROVAL SHEET

The following authorities have approved all parts of the LSSIP Year 2021 document and the signatures confirm the correctness of the reported information and reflect the commitment to implement the actions laid down in the European ATM Master Plan Level 3 (Implementation View) – Edition 2021.

Stakeholder / Organisation	Name	Position	Signature and date
Civil Aviation Authority Of Israel	Joel FELDSCHUH	Director General CAA	
Israel Airports Authority	Udi BAR-OZ	Deputy Director General, Operations	

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Executive Summary

National ATM Context

Member State of:

EUROCONTROL[1] 2 3

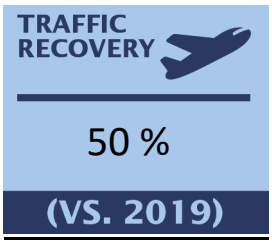
Main national stakeholders:

- The Civil Aviation Authority (CAA) - Civil Aviation Authority of Israel (CAAI)
- The Navigation Services Agency - Israel Airports Authority (IAA)
- The Air Force – Israeli Air Force (IAF)
- The Airports – Israel Airports Authority (IAA)

Main airport covered by LSSIP: Tel Aviv Ben-Gurion (LLBG)

Traffic and Capacity

Level of traffic compared with 2019



Summer En-Route Delay

Number of national projects: 2
Number of multinational projects: 2

Summary of 2021 developments:

Due to COVID19 Pandemic:

- Traffic in Tel Aviv FIR during 2021 remained significantly low – a total of 50% percent of the traffic in 2019.
- Some objectives were delayed, such as implementation of A-CDM, AOP.

[1] Comprehensive agreement

[2] Observer

[3] Partner

- The ANSP (IAA) had a difficulty to staff several senior positions. This is expected to be resolved during the year 2022.

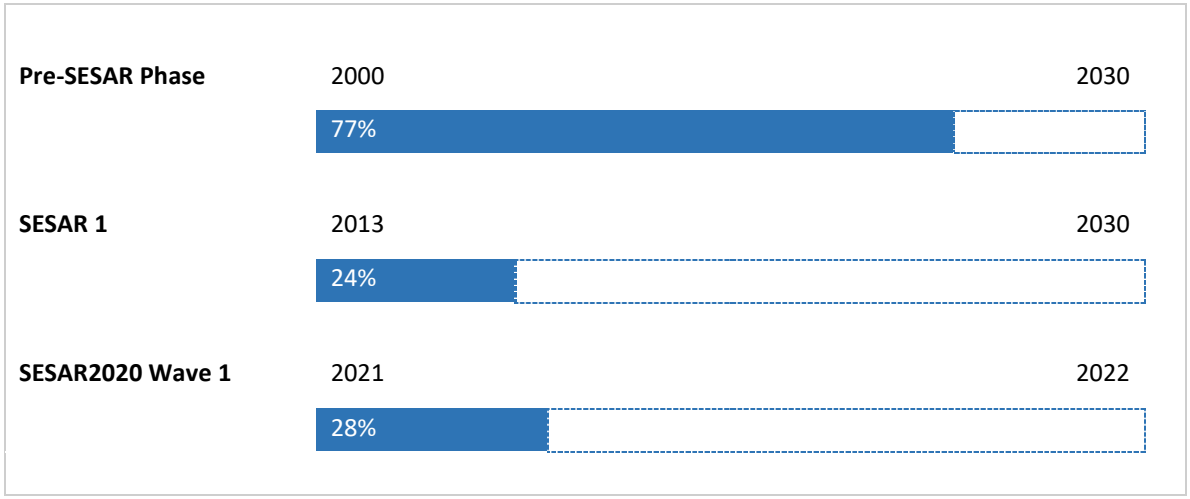
During March 2020 the re-organization of the airspace was completed, which allowed over-flights through Tel Aviv FIR. During 2021 more hours for over-flights routes became available, after coordination with the Israeli Air-Force.

The main project for the following years is the New ATM Facility, which is delayed due to the COVID19 crisis (budget difficulties) but is still planned.

Progress per SESAR Phase

The figure below shows the progress made so far in the implementation of objectives stemming from different R&D phases (Pre-SESAR, SESAR1 and SESAR 2020).

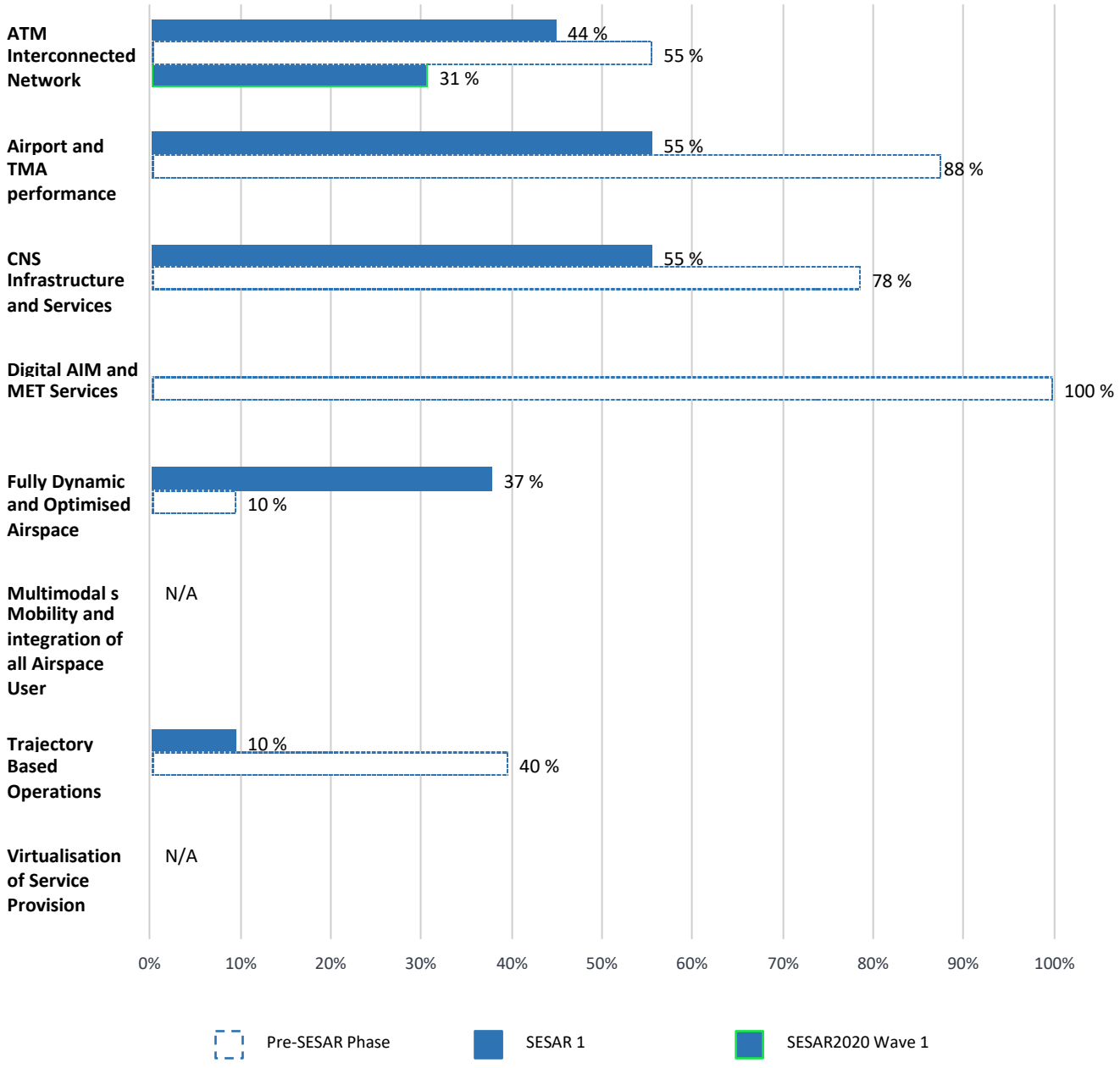
It shows the average implementation progress for all objectives grouped by SESAR Phase, excluding those for which the State is outside the applicability area as defined on a yearly basis in the European ATM Master Plan (Level 3) 2021, i.e. disregarding the declared "NOT APPLICABLE" LSSIP progress status.



Source: LSSIP DB

Progress per SESAR Essential Operational Changes and Phase

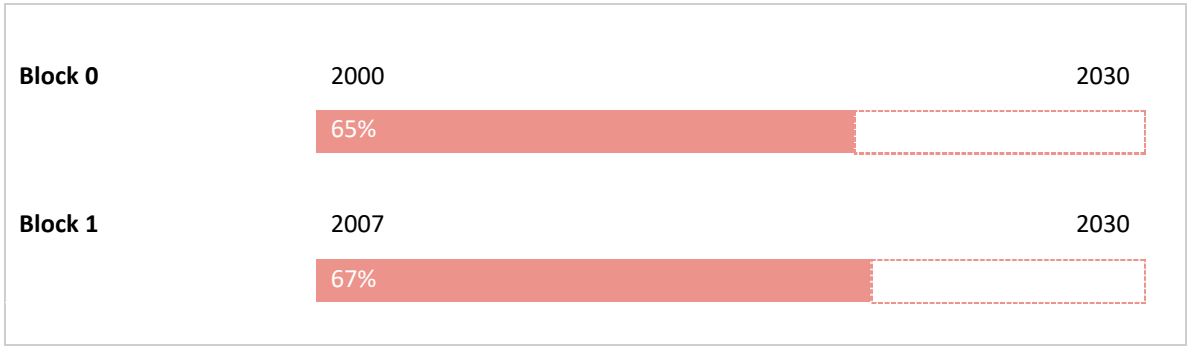
The figure below shows the progress made so far, per SESAR Essential Operational Changes, in the implementation of the SESAR phases. The percentages are calculated as an average, per EOC, of the same objectives as in the previous paragraph.



Source: LSSIP DB

ICAO ASBU Implementation Progress – Blocks 0 and 1

The figure below shows the progress made so far in the implementation of the ICAO ASBU Blocks 0 and 1, according to ICAO Global Air Navigation Plan 6th Edition (2019). The overall percentage is calculated as an average of the relevant Objectives contributing to each of the relevant ASBU Blocks; this is a summary of the table explained in Chapter 5.3 – ICAO ASBU Implementation Progress.



Source: LSSIP DB

ATM Deployment Outlook

State Objectives

√	**Deployed in 2020 - 2021**	**- New Pan-European Network Service (NewPENS)** COM12 - 100 % progress

By 2022	By 2023	By 2024	By 2025+
			- Ground-Based Safety Nets ATC02.8 - 40 % progress **- Common Flight Message Transfer Protocol (FMTP)** ITY-FMTP - 10 % progress **- Aircraft Identification** ITY-ACID - 10 % progress **- Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring** ATC12.1 - 10 % progress **- Automated Support for Traffic Complexity Assessment and Flight Planning interfaces** FCM06.1 - 28 % progress **- Enhanced STCA with down-linked parameters via Mode S EHS** ATC20 - 10 % progress **- Surveillance Performance and Interoperability** ITY-SPI - 72 % progress **- Collaborative Flight Planning** FCM03 - 10 % progress **- Voice over Internet Protocol (VoIP) in En-Route** COM11.1 - 10 % progress **- Implement enhanced tactical flow management services** FCM01 - 10 % progress

Airport Objectives - Tel Aviv - Ben-Gurion Airport

√	**Deployed in 2020 - 2021**	None

By 2022	By 2023	By 2024	By 2025+
- Enhanced traffic situational awareness and airport safety nets for the vehicle drivers AOP15 - 10 % progress		**- Initial Airport Operations Plan** AOP11 - 08 % progress	

Source: LSSIP DB

Overall situation of Implementation Objectives

Main Objectives	Topic	Progress at the end of 2021	Status	2021		2022		2023		2024		2025		2026		>2026
AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling	100%	Completed													
AOM19.4	Management of Predefined Airspace Configurations	0%	Not Applicable				*									
AOM19.5	ASM and A-FUA	0%	Not yet planned				*									
AOM21.2	Initial Free Route Airspace	0%	Not Applicable				*									
AOM21.3	Enhanced Free Route Airspace Operations	0%	Not Applicable										*			
AOP04.1(LLBG)	Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)	100%	Completed													
AOP04.2(LLBG)	Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former Level 2)	100%	Completed										*			
AOP05(LLBG)	Airport Collaborative Decision Making (A-CDM)	0%	Not yet planned													
AOP10(LLBG)	Time-Based Separation	0%	Not Applicable							*						
AOP11.1(LLBG)	Initial Airport Operations Plan	0%	Not yet planned						*							
AOP11.2(LLBG)	Extended Airport Operations Plan	0%	Not yet planned													2027
AOP12.1(LLBG)	Airport Safety Nets	0%	Not Applicable										*			
AOP13(LLBG)	Automated Assistance to Controller for Surface Movement Planning and Routing	0%	Not Applicable										*			
AOP14	Remote Tower Services	0%	Not Applicable													2030
AOP15(LLBG)	Enhanced traffic situational awareness and airport safety nets for the vehicle drivers	10%	Ongoing													2030
AOP16	Guidance assistance through airfield ground lighting	0%	Not Applicable													2030

Main Objectives	Topic	Progress at the end of 2021	Status	2021		2022		2023		2024		2025		2026		>2026
AOP17(LLBG)	Provision/integration of departure planning information to NMOC	0%	Not Applicable													2030
AOP18	Runway Status Lights (RWSL)	0%	Not Applicable													2030
AOP19(LLBG)	Departure Management Synchronised with Pre-departure sequencing	0%	Not Applicable				*									
ATC02.8	Ground-Based Safety Nets	40%	Ongoing		*											
ATC07.1(LLBG)	AMAN Tools and Procedures	0%	Not Applicable													
ATC12.1	Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring	10%	Ongoing		*											
ATC15.1	Information Exchange with En-route in Support of AMAN	0%	Not Applicable													
ATC15.2(LLBG)	Arrival Management Extended to En-route Airspace	0%	Not Applicable								*					
ATC15.2bis	Arrival Management Extended to En-route Airspace (non CP1)	0%	Not Applicable								*					
ATC18	Multi-Sector Planning En-route - 1P2T	100%	Completed													2030
ATC19(LLBG)	AMAN/DMAN Integration	0%	Not Applicable													2027
ATC20	Enhanced STCA with down-linked parameters via Mode S EHS	10%	Ongoing													2030
COM10.1	Migrate from AFTN to AMHS (Basic service)	100%	Completed													
COM10.2	Extended AMHS	100%	Completed								*					
COM11.1	Voice over Internet Protocol (VoIP) in En-Route	10%	Ongoing		*											
COM11.2	Voice over Internet Protocol (VoIP) in Airport/Terminal	100%	Completed						*							
COM12	New Pan-European Network Service (NewPENS)	100%	Completed								*					
ENV01(LLBG)	Continuous Descent Operations (CDO)	100%	Completed						*							
ENV02(LLBG)	Airport Collaborative Environmental Management	100%	Completed													2030
ENV03(LLBG)	Continuous Climb Operations (CCO)	100%	Completed													2030
FCM03	Collaborative Flight Planning	10%	Ongoing				*									
FCM04.2	Enhanced Short Term ATFCM Measures	0%	Not Applicable				*									

Main Objectives	Topic	Progress at the end of 2021	Status	2021		2022		2023		2024		2025		2026		>2026
FCM06.1	Automated Support for Traffic Complexity Assessment and Flight Planning interfaces	28%	Ongoing				*									
FCM10	Interactive Rolling NOP	0%	Not yet planned						*							
FCM11.1(LLBG)	Initial AOP/NOP Information Sharing	0%	Not Applicable						*							
FCM11.2(LLBG)	AOP/NOP integration	0%	Not Applicable													2027
INF07	Electronic Terrain and Obstacle Data (eTOD)	100%	Completed													
INF10.10	Meteorological Information Exchange - Aerodrome Meteorological information Service	0%	Not yet planned										*			
INF10.11	Meteorological Information Exchange - En-Route and Approach Meteorological information service	0%	Not yet planned										*			
INF10.12	Meteorological Information Exchange - Network Meteorological Information	0%	Not Applicable										*			
INF10.13	Cooperative Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	0%	Not yet planned										*			
INF10.14	Cooperative Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	0%	Not yet planned										*			
INF10.15	Cooperative Network Information Exchange – Measures Service (Traffic Regulation)	0%	Not Applicable										*			
INF10.16	Cooperative Network Information Exchange - Short Term ATFCM Measures services (MCDM, eHelpdesk, STAM measures)	0%	Not Applicable										*			
INF10.17	Cooperative Network Information Exchange – Counts service (ATFCM Congestion Points)	0%	Not Applicable										*			
INF10.19	Flight Information Exchange (Yellow Profile) - Flight Data Request Service	0%	Not Applicable										*			
INF10.2	Stakeholders' SWIM PKI and cyber security	0%	Not yet planned										*			
INF10.20	Flight Information Exchange (Yellow Profile) - Notification Service	0%	Not Applicable										*			
INF10.21	Flight Information Exchange (Yellow Profile) - Data Publication Service	0%	Not Applicable										*			
INF10.23	Flight Information Exchange (Yellow Profile) - Extended AMAN SWIM Service	0%	Not Applicable										*			

Main Objectives	Topic	Progress at the end of 2021	Status	2021		2022		2023		2024		2025		2026		>2026
INF10.3	Aeronautical Information Exchange - Airspace structure service	0%	Not Applicable										*			
INF10.4	Aeronautical Information Exchange - Airspace Availability Service	0%	Not Applicable										*			
INF10.5	Aeronautical Information Exchange - Airspace Reservation (ARES)	0%	Not Applicable										*			
INF10.6	Aeronautical Information Exchange – Digital NOTAM service	0%	Not yet planned										*			
INF10.7	Aeronautical Information Exchange - Aerodrome mapping service	0%	Not yet planned										*			
INF10.8	Aeronautical Information Exchange - Aeronautical Information Features service	0%	Not yet planned										*			
INF10.9	Meteorological Information Exchange - Volcanic Ash Mass Concentration information service	0%	Not yet planned										*			
ITY-ACID	Aircraft Identification	10%	Ongoing													
ITY-AGDL	Initial ATC Air-Ground Data Link Services	0%	Not Applicable													
ITY-AGVCS2	8,33 kHz Air-Ground Voice Channel Spacing below FL195	0%	Not Applicable													
ITY-FMTP	Common Flight Message Transfer Protocol (FMTP)	10%	Ongoing													
NAV03.1	RNAV 1 in TMA Operations	100%	Completed													2030
NAV03.2	RNP 1 in TMA Operations	100%	Completed													2030
NAV10	RNP Approach Procedures to instrument RWY	100%	Completed							*						
NAV12	ATS IFR Routes for Rotorcraft Operations	0%	Not Applicable													2030
SAF11	Improve Runway Safety by Preventing Runway Excursions	100%	Completed													

LEGEND:

*	Full Operational Capability (FOC) date
	The Planned Implementation Date as reported in the LSSIP DB for each objective

Source: LSSIP DB

Introduction

The Local Single Sky ImPlementation (LSSIP) documents, as an integral part of the Master Plan (MP) Level 3 (L3)/LSSIP mechanism, constitute a short/medium term implementation plan containing ECAC States' actions to achieve the Implementation Objectives as set out by the MP Level 3 and to improve the performance of their national ATM System. This LSSIP document describes the situation in the State at the end of December 2021, together with plans for the next years.

Chapter 1 provides an overview of the ATM institutional arrangements within the State, the membership of the State in various international organisations, the organisational structure of the main ATM players -civil and military- and their responsibilities under the national legislation. In addition, it gives an overview of the Airspace Organisation and Classification, the ATC Units and the ATM systems operated by the main ANSP;

Chapter 2 provides a comprehensive picture of the situation of Air Traffic, Capacity and ATFM Delay per each ACC in the State. It shows the evolution of Air Traffic and Delay in the last five years and the forecast for the next five years. It also presents the achieved performance in terms of delay during the summer season period and the planned projects assumed to offer the required capacity which will match the foreseen traffic increase and keep the delay at the agreed performance level, taking into account the current aviation situation caused by the COVID19 crisis;

Chapter 3 provides the main Implementation Projects (at national, FAB and multinational level) which contribute directly to the implementation of the MP Operational Improvements and/or Enablers and Implementation Objectives. The LSSIP document covers a high-level list of the projects showing the applicable links. All other details like description, timescale, progress made and expected contribution to the ATM Key Performance Areas provided by the State per each project are available in the LSSP DB (extraction can be asked to LSSIP FP or LSSIP CP);

Chapter 4 deals with other cooperation activities beyond Implementation Projects. It provides an overview of the FAB cooperation, as well as all other multinational initiatives, which are out of the FAB scope. The content of this chapter generally is developed and agreed in close cooperation between the States concerned;

Chapter 5 contains aggregated information at State level covering the overall level of implementation, implementation per SESAR Essential Operational Change and implementation of ICAO ASBUs. In addition, it provides the high-level information on progress and plans of each Implementation Objective. The information for each Implementation Objective is presented in boxes giving a summary of the progress and plans of implementation for each Stakeholder. The conventions used are presented at the beginning of the section.

The information contained in Chapter 5 – Implementation Objectives Progress is deemed sufficient to satisfy State reporting requirements towards ICAO in relation to ASBU (Aviation System Block Upgrades) monitoring.

1. National ATM Environment

1.1. Geographical Scope

International Membership

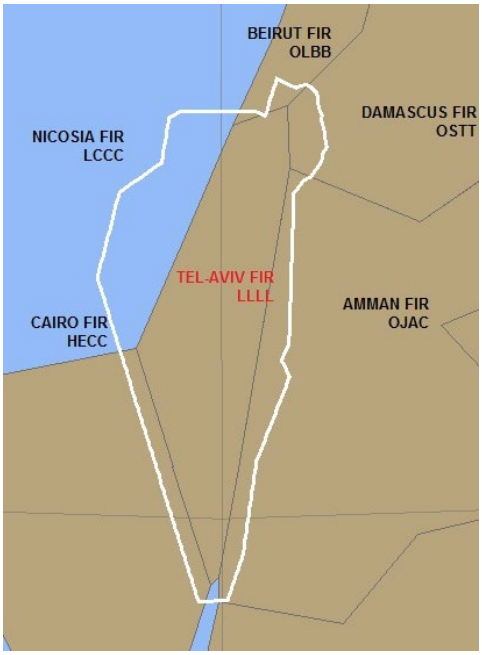
Israel is a Member of the following international organisations in the field of ATM:

Organisation		Since
ECAC	✓	2017 - Observer
EUROCONTROL	✓	2016 - Comprehensive agreement
European Union	-	
EASA	-	
ICAO	✓	1949
NATO	✓	2016 - Partner
ITU	✓	1948

Geographical description of the FIR(s)

The geographical scope of this document addresses the Israeli FIR: Tel-Aviv FIR.

Israel FIR is surrounded by FIRs of 5 States, namely Cyprus – Nicosia FIR, Jordan – Amman FIR, Egypt – Cairo FIR, Lebanon – Beirut FIR and Syria – Damascus FIR.

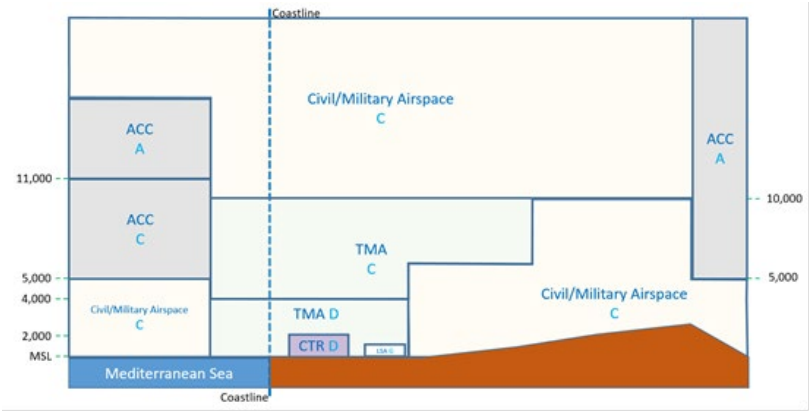


Airspace Classification and Organisation

Reference: AIP Israel, ENR 1.4 https://www.gov.il/BlobFolder/guide/aip-israel/en/aip-eng_ENR-1-4.pdf

ATS airspace in Tel-Aviv FIR is classified and designated in accordance with the requirement of ICAO (Annex 11), and is composed of Class A, C, D & G.

Classes B, E & F are not used in Tel-Aviv FIR.



ATC Units

The ATC units in the Israel airspace, which are of concern to this LSSIP are the following:

ATC Unit	Number of sectors		Associated FIR(s)	Remarks
	En-route	TMA		
Tel Aviv ACC - North	3	-	Tel-Aviv FIR (LLLL) - North	
Tel Aviv ACC - South	1	-	Tel-Aviv FIR (LLLL) - South	
Ben-Gurion APP	-	2	LLBG TMA	

Note: The number of sectors as indicated in this table is the number of technically existing sectors, some of those sectors are operationally used in combined sector formats.

1.2. National Stakeholders

The main National Stakeholders involved in ATM in Israel are the following:

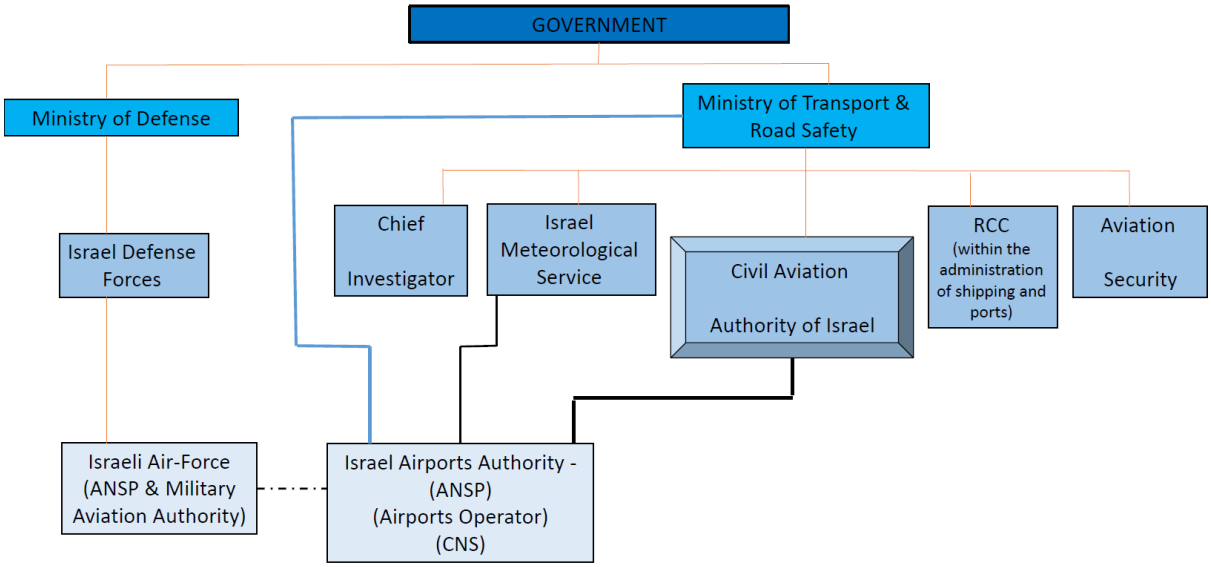
- Ministry of Transport and Road Safety,

- Civil Aviation Authority of Israel,

- Ministry of Defence: Israeli Air Force,

- Israel Airports Authority

Their activities are detailed in the following subchapters and their relationships are shown in the diagram below.



Civil Regulator(s)

General Information

Civil Aviation in the State of Israel is under the ministerial responsibility of the Ministry of Transport and Road Safety. The different national entities having regulatory responsibilities in ATM are summarised in the table below:

Rule-making	Israeli Parliament (Knesset) Ministry of Transport and Road Safety CAAI	Air Navigation Law (ANL), 2011 Civil Aviation Authority Law, 2005
Safety Oversight	CAAI	Article 4 to the CAA Law, 2005 Chapter F to the ANL
Enforcement actions in case of non-compliance with safety regulatory requirements	CAAI Israel Police	Article 38, 79 and chapter J to the ANL chapter I to the ANL
Airspace	Ministry of Transport and Road Safety CAAI The Minister of Defence	chapter D and Article 179 to the ANL

Economic	Ministry of Transport and Road Safety CAAI	LASR - Licensing of Aviation Services Law, 1963 (Charter Flights), 1982
Environment	Ministry of Transport and Road Safety CAAI Ministry of Environmental Protection	Article 34, 50-54, 64, 73, 82 to ANL ANR (Operation of Aircraft and Rules of Flight), 1981 - Regulation 85A ANR (Aircraft Noise), 1977 ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977
Security	Israeli Security Agency Israeli Police Ministry of Transport and Road Safety (ASOC)	The Law for Arrangement of Security in Public Organizations Air Navigation Law (Offences and Jurisdiction), 1971 Air Navigation Law (Security in Civil Aviation), 1977
Accident investigation	Chief Investigator Office	Chapter G to the ANL

Rulemaking

Israeli Parliament ("Knesset") is authorized to:

- promulgate the primary legislation;
- approve part of the secondary legislation (regulations) not derived from ICAO SARPs.

The Ministry of Transport and Road Safety is authorized to promulgate all secondary legislation (regulations).

CAAI is authorized to:

- Prepare proposals for new regulations or amendment of existing regulations;
- Promulgate the AIP;
- Issue urgent safety orders with limited duration.

Enforcement

CAAI is authorized to:

- limit , revoke or suspend licenses and certificates;
- ground aircraft for safety or non-compliance reasons;
- impose monetary penalty.

The Israeli police is authorized to conduct criminal proceeding (focuses on severe violations).

Airspace

The Ministry of Transport and Road Safety and ministry of defence are authorized to allocate the Tel Aviv FIR for civil aviation and for military aviation

CAAI is authorized:

- to plan and develop the Tel Aviv FIR allocated for civil aviation use (civil airspace);
- to issue ATS directives concerning the use of civil airspace and
- in consultation with the Airforce – to issue ATS directives concerning the use of civil aircraft in military airspace.

The Ministry of Defence is authorized to issue ATS directives for urgent security purpose.

Economic

The Ministry of Transport and Road Safety is authorized:

- to issue commercial license for Israeli air operators engaged in commercial air transport;
- for the general oversight of IAA (ANSP) budget.

CAAI is authorized to issue operating authorizations for Israeli and foreign air operators engaged in commercial air transport (in scheduled and charter flights).

Environment

The Ministry of Transport and Road Safety is authorized to:

- promulgate regulations for the implementation of annex 16 to the Chicago convention (aircraft noise/ aircraft engine emissions);
- limit the operational hours at a particular airport;
- set noise level and noise quota for aircraft operations.

CAAI is obliged to consider environmental impact while issuing ANS directives.

The Ministry of environmental protection is to be consulted with, on those issues.

CAA

The main "actors" in the ATM regulation domain are the Ministry of Transport and Road Safety, the CAAI and the IAA.

The ANL authorizes the Ministry of Transport and Road Safety to issue air navigation regulations in the ATM domain, based on the CAAI proposal or after consultation with the CAAI.

CAAI is an independent agency, in terms of budget and human resources, within the Ministry of Transport and Road Safety, established by the Civil Aviation Authority Law, 2005. CAAI employees are civil servants.

According to the ANL the CAAI is the safety regulator of all services providers in the civil aviation of Israel, and the IAA as the ANSP amongst them:

The Air Navigation Law, 2011 and the Civil Aviation Authority Law, 2005, provide a clear separation of responsibilities between the CAAI and aeronautical service providers, including Aerodrome Operators and Air Navigation Service Providers.

CAAI general roles and responsibilities are described in Article 4 of the Civil Aviation Authority Law, 2005 and includes, mainly: rule making, certification, surveillance and enforcement.

CAAI authorities regarding safety issues are granted in the ANL as follows:

- According to chapter B to the ANL, the CAAI Director General ("DGCAA") is empowered to issue, amongst all: Personnel licensing (sub-chapter A), ATM Unit Operating Licenses (sub-chapter E) and approval for Air Navigation Aids (sub-chapter G).
- According to chapter F of the ANL, the CAAI inspectors have surveillance and investigation powers that enable them to investigate effectively each violation of the ANL and the Air Navigation Regulations (ANRs).
- Article 38 of the ANL empowers the DGCAA to restrict, suspend, revoke or refuse to renew all licenses and certificates for the causes detailed in article 38.
- According to Chapter J of the ANL, the DGCAA is empowered to impose civil (financial) penalties for violations of the ANL and ANRs.

The CAAI Inspectorate carries out surveillance and inspections. The DGCAA or management personnel empowered by him execute the enforcement actions.

In addition, according to article 82 to the ANL, the CAAI Director General is responsible for the development and design of the Israeli civil airspace. In this framework the DGCAA is authorized to:

- Issue directives concerning the use of said airspace, for the purpose of ensuring air traffic safety, regularity and efficiency and protecting public welfare and the environment.
- Approve flight procedures designed and proposed by the ANSP.

The IAA – as the ANSP – is a public corporation established by the Airports Authority Law, 1977 (AAL). Its role as the Israeli ANSP is not defined in the AAL, but formed by a license, to that purpose, issued by the DGCAA in accordance with the ANL.

The service provider's responsibility is to carry out their privileges in a safely manner, in accordance with the ANL, the applicable ANRs and the provisions set in their respective licenses.

According to Article 47 of the AAL, the IAA is subject to the general supervision of the Ministry of Transport and Road Safety. This supervision is focused on IAA budget, charges and financial arrangements, and the nomination and function of its board and key post holders.

Annual Report published:	N	

National Civil Aviation Master Plan (CAMP):	Y	Israel Aviation Infrastructure Masterplan for 2021 and beyond – Status Report (Ref: 4000-3016-2021-0006294) CAAI Biannual Rulemaking Plan 2021 (Ref: 4000-3013-2020-0002466) Both documents available in Hebrew version only.

The address of CAAI website is the following

https://www.gov.il/en/departments/civil_aviation_authority_of_israel

The organisation chart is available in Annex “National stakeholders’ organisation charts”.

Air Navigation Service Provider(s)

ANSP – Israel Airports Authority (IAA)

Service provided

Governance:	public corporation established by the Airports Authority Law, 1977 (AAL)	**Ownership:**	public corporation

Services provided	**Y/N**	**Comment**
ATC en-route	Y	
ATC approach	Y	
ATC Aerodrome(s)	Y	
AIS	Y	AIP is maintained and published by CAAI
CNS	Y	
MET	Y	Together with the Israel Meteorological Service (IMS)
ATCO training	Y	
Others		
Additional information:		
Provision of services in other State(s):	N	
Annual Report published:	Y	

The address of ANSP website is the following: https://www.iaa.gov.il/en/about/about-iaa/

The organisation chart is available in Annex "National stakeholders' organisation charts".

ATC Systems in use

Main ANSP part of any technology alliance[4]	N	

FDPS

Specify the manufacturer of the ATC system currently in use:	Frequentis and Israel
Upgrade of the ATC system is performed or planned?	2025 – At "Ben-Gurion APP & TMA"
Replacement of the ATC system by the new one is planned?	2027 – Complete New ATM system in the ACC
ATC Unit	"Tel-Aviv ACC", "South ACC", "Ben-Gurion APP", "Ben-Gurion TMA"

SDPS

Specify the manufacturer of the ATC system currently in use:	FAA and Israel
Upgrade[5] of the ATC system is performed or planned?	2025 – At "Ben-Gurion APP & TMA"
Replacement of the ATC system by the new one is planned?	2027 – Complete New ATM system in the ACC
ATC Unit	"Tel-Aviv ACC", "South ACC", "Ben-Gurion APP", "Ben-Gurion TMA"

Airports

General information

Israel Airports Authority (IAA), the only Airport operator in Israel, is a public corporation. IAA is operating and maintaining 5 airports in Israel (International and domestic). The main international airport in Israel is "Tel-Aviv Ben-Gurion" (LLBG), ATC is also provided by IAA.

Airport(s) covered by the LSSIP

Referring to the List of Airports in the European ATM Master Plan Level 3 Implementation Plan Edition 2021– Annex 2, it is up to the individual State to decide which additional airports will be reported through LSSIP for those Objectives.

Therefore, only Tel-Aviv Ben Gurion airport (LLBG) is covered in LSSIP Year 2021.

The EUROCONTROL Public Airport Corner also provides information for the following airport(s):

Tel-Aviv Ben Gurion https://ext.eurocontrol.int/airport_corner_public/LLBG

[4] Technology alliance is an alliance with another service provider for joint procurement of technology from a particular supplier (e.g. COOPANS alliance)

[5] Upgrade is defined as any modification that changes the operational characteristics of the system (SES Framework Regulation 549/2004, Article 2 (40))

Military Authorities

The Military Authority involved in ATM in Israel is the Israeli Air Force (IAF), a part of the Israel Defence Forces (IDF).

They report to the Ministry of Defence. Their regulatory, service provision and user role in ATM are detailed below. The organisation chart is available in Annex "National stakeholders' organisation charts".

Regulatory role

Regulatory framework and rule making

OAT		GAT	
OAT and provision of service for OAT governed by national legal provisions?	Y	Provision of service for GAT by the Military governed by national legal provisions?	NA
Level of such legal provision: Ministerial Decree, IDF orders and IAF orders		Level of such legal provision: NA	
Authority signing such legal provision: Minister of Defence IDF Chief of the General Staff , The IAF Commander		Authority signing such legal provision: NA	
These provisions cover:		These provisions cover:	
Rules of the Air for OAT	Y		
Organisation of military ATS for OAT	Y	Organisation of military ATS for GAT	NA
OAT/GAT Co-ordination	Y	OAT/GAT Co-ordination	NA
ATCO Training	Y	ATCO Training	NA
ATCO Licensing	Y	ATCO Licensing	NA
ANSP Certification	N	ANSP Certification	NA
ANSP Supervision	Y	ANSP Supervision	NA
Aircrew Training	Y	ESARR applicability	NA
Aircrew Licensing	Y		
Additional Information:		Additional Information	
Means used to inform airspace users (other than military) about these provisions:		Means used to inform airspace users (other than military) about these provisions:	
National AIP	Y	National AIP	NA
National Military AIP	Y	National Military AIP	NA
EUROCONTROL eAIP	N	EUROCONTROL eAIP	NA
Other:	-	Other:	NA

Oversight

OAT	GAT
National oversight body for OAT: Airforce command/ Airforce HQ	NSA (as per SES reg. 550/2004) for GAT services provided by the military: NA
Additional information:	Additional information:

Service Provision role

OAT			GAT	
Services Provided:			Services Provided: NA	
En-Route		provided by MIL	En-Route	NA
Approach/TMA		"	Approach/TMA	NA
Airfield/TWR/GND		"	Airfield/TWR/GND	NA
AIS		"	AIS	NA
MET		"	MET	NA
SAR		"	SAR	Y
TSA/TRA monitoring		"	FIS	NA
Other:			Other:	
Additional Information:			Additional Information:	

Military ANSP providing GAT services SES certified?	N	If YES, since:	-	Duration of the Certificate:	-
Certificate issued by:			If NO, is this fact reported to the EC in accordance with SES regulations?		NA
Additional Information:					

User role

IFR inside controlled airspace, Military aircraft can fly?	OAT only		GAT only		Both OAT and GAT	Y	

If Military fly OAT-IFR inside controlled airspace, specify the available options:			
Free Routing	Y	Within specific corridors only	N
Within the regular (GAT) national route network	Y	Under radar control	Y
Within a special OAT route system	Y	Under radar advisory service	NA

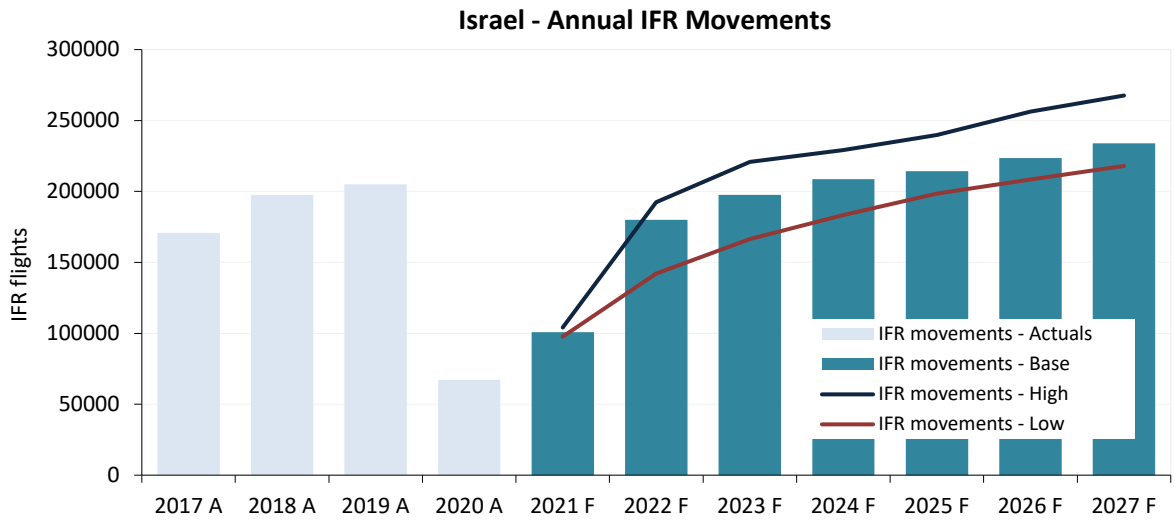
If Military fly GAT-IFR inside controlled airspace, specify existing special arrangements:								
No special arrangements				Y	Exemption from Route Charges			Y
Exemption from flow and capacity (ATFCM) measures				N	Provision of ATC in UHF			Y
CNS exemptions:	RVSM	Y	8.33	Y	Mode S	Y	ACAS	Y
Others:								

Flexible Use of Airspace (FUA

Military in Israel applies FUA requirements as specified in the Regulation No 2150/2005: N (Reg. does not apply)
FUA Level 1 implemented: Y
FUA Level 2 implemented: N
FUA Level 3 implemented: Y

2. Traffic and Capacity

2.1. Evolution of traffic in Israel



EUROCONTROL Forecast Update 2021-2027 - October 2021											
IFR flights yearly growth		2018 A	2019 A	2020 A	2021 F	2022 F	2023 F	2024 F	2025 F	2026 F	2027 F
Israel	High				55%	85%	15%	4%	5%	7%	4%
	Base	16%	4%	-67%	50%	79%	10%	6%	3%	4%	5%
	Low				45%	45%	17%	10%	8%	5%	5%
ECAC	High				28%	62%	12%	4%	2%	3%	2%
	Base	4%	1%	-55%	25%	57%	8%	5%	2%	2%	2%
	Low				21%	36%	13%	7%	7%	2%	2%

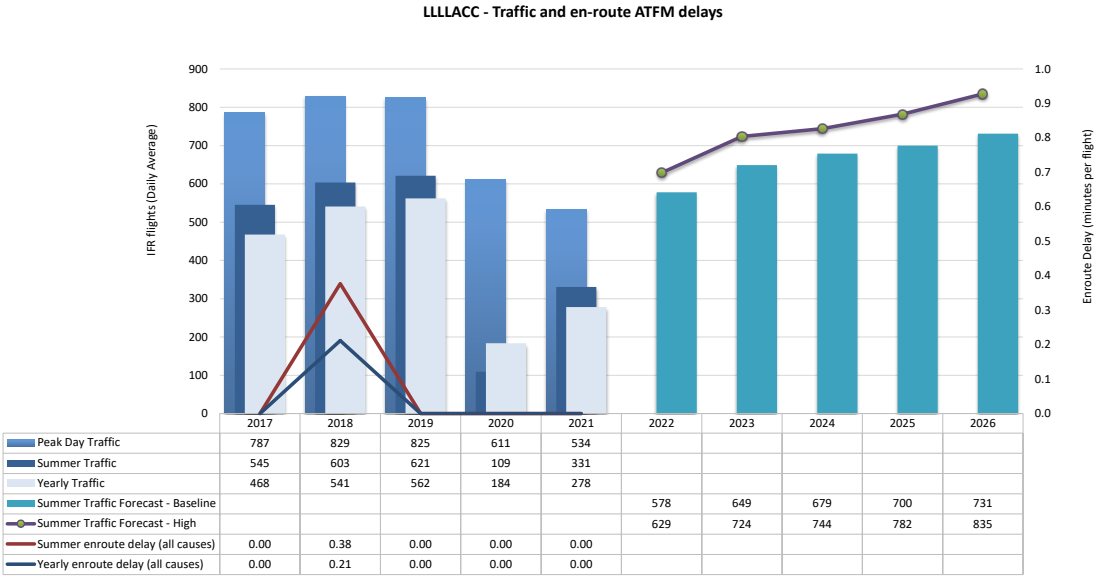
2021

Traffic in Israel was at 50% of 2019.[6]

[6] 2019: reference year for traffic recovery, prior to COVID19

2.2.Tel Aviv ACC

Traffic and en-route ATFM delays 2017-2026



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Peak Day Traffic	787	829	825	611	534					
Summer Traffic	545	603	621	109	331					
Yearly Traffic	468	541	562	184	278					
Summer Traffic Forecast - Baseline						578	649	679	700	731
Summer Traffic Forecast - High						629	724	744	782	835
Summer enroute delay (all causes)	0.00	0.38	0.00	0.00	0.00					
Yearly enroute delay (all causes)	0.00	0.21	0.00	0.00	0.00					

2021 performance

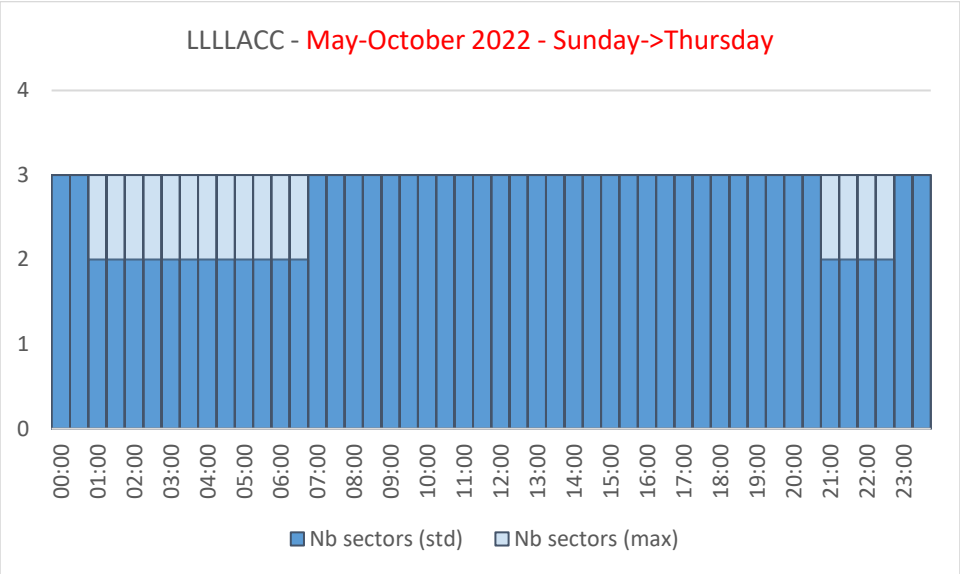
Tel Aviv ACC	Traffic (% of 2019)	En-route Delay (min. per flight)		Capacity	
		All reasons	ACC Reference Value	Capacity Gap?	Baseline
Year	50%	0.00	0.01	No	
Summer	53%	0.00			40

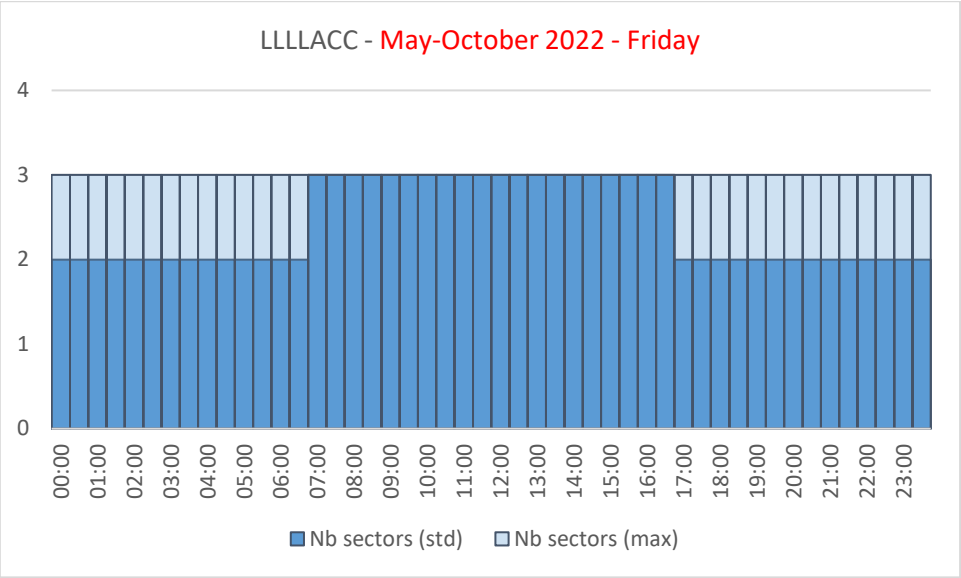
Summer 2021 performance assessment		
The average delay per flight was zero in Summer 2021.		
Operational actions	**Achieved**	**Comments**
Upgrade of ATCO workstations to allow additional sectors	Ongoing	To be completed in Q1–Q2 2022

Planning Period – Summer 2022-2026

The planning focuses on the Summer season to reflect the most demanding period of the year from a capacity perspective. This approach ensures consistency with the previous planning cycles.
The measures for each year are the measures that will be implemented before the summer season.

Summer Capacity Plan					
	2022	2023	2024	2025	2026
Free Route Airspace					
Airspace Management Advanced FUA					
Airport & TMA Network Integration					
Cooperative Traffic Management					
Airspace					
Procedures					
Staffing	3 additional ATCOs	6 additional ATCOs	6 additional ATCOs		
Technical	ATC system improvements ongoing				Initial implementation of new ATM system
Capacity					
Significant Events	World Cup Qatar				
Max sectors	2/3 (North) + 1 (South)	3/4 (North) + 1 (South)	4 (North) + 1 (South)	4 (North) + 1 (South)	4 (North) + 1 (South)
Planned Annual Capacity Increase	15%	11%	6%	5%	5%
Capacity Profile - Base Annual % Increase	5%	10%	7%		
Capacity Plan v. Profile - Base	10%	11%	10%		
Capacity Profile - High Annual % Increase	15%	11%	6%		
Capacity Plan v. Profile - High	0%	0%	0%		
Annual Reference Value (min)	0.01	0.01	0.01		
Additional information					




LLLLACC - May-October 2022 - Friday
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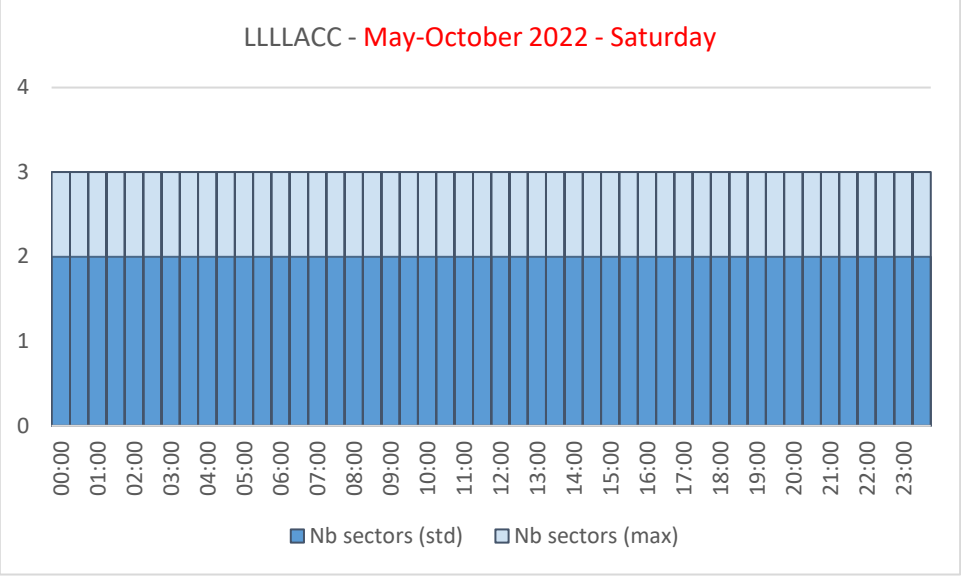
Nb sectors (std)
Nb sectors (max)


LLLLACC - May-October 2022 - Saturday
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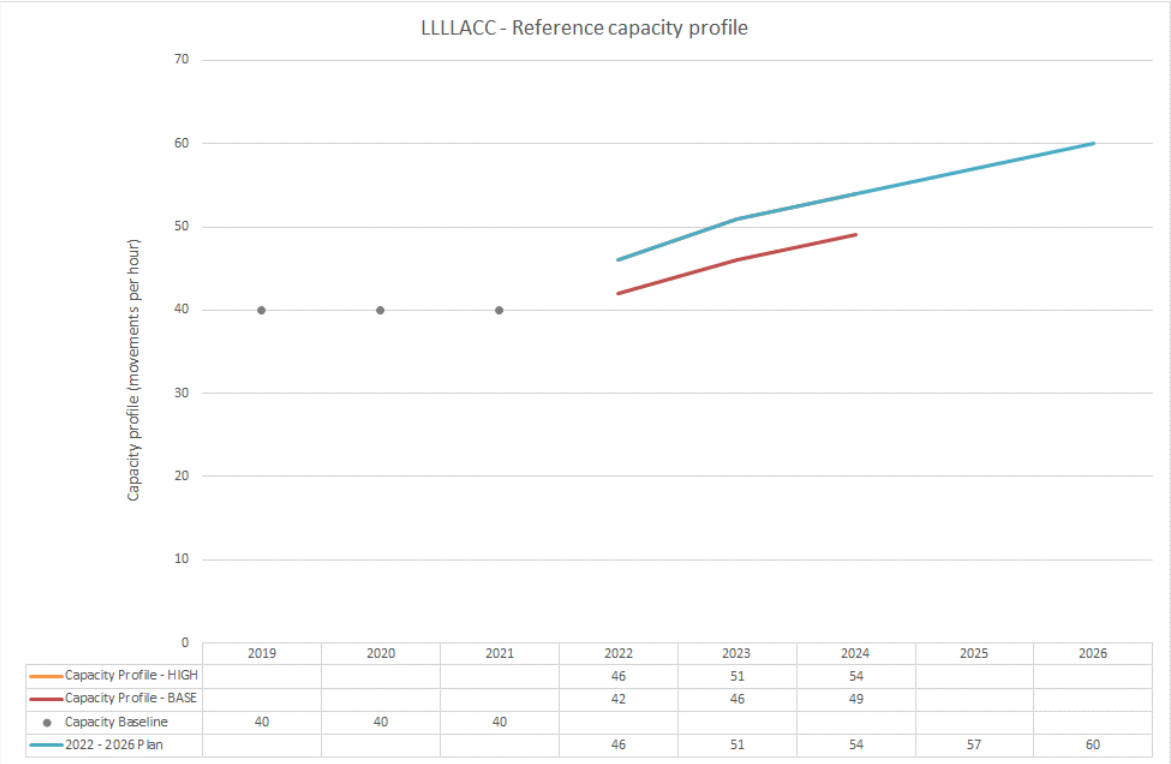
Nb sectors (std)
Nb sectors (max)



	2019	2020	2021	2022	2023	2024	2025	2026
Capacity Profile - HIGH				46	51	54		
Capacity Profile - BASE				42	46	49		
Capacity Baseline	40	40	40					
2022 - 2026 Plan				46	51	54	57	60

2022-2026 Outlook
No capacity issues are foreseen for Tel Aviv ACC for the period 2022-2026

3. Implementation Projects

The tables below presents the detailed information about the main projects currently ongoing in Israel.

3.1. National projects

A-CDM at LLBG			
Organisation(s):	Israel Airports Authority (IL)	**Type of project:** National	
Schedule:	Started in 2017. Functionality was expected for 12/2021, but delayed indefinitely due to COVID19 crisis (budget issues).		
Progress Description:	On-going		
Description:	Implementation of Airport Collaborative Decision Making		
Link and references			
ATM MP links:	L3: AOP05		
Other links:	-		
Project included in RP2 Performance Plan:	NA	**Name/Code in RP2 Performance Plan:**	-
Project included in RP3 Performance Plan:	NA	**Name/Code in RP3 Performance Plan:**	-
Project included in DP:	NA	**Name/Code in DP:**	-
Performance contribution			
Safety:		-	
Environment:	+	-	
Capacity:	+	-	
Cost-efficiency:		-	
Operational efficiency:	++	-	
Security:		-	

New ATM Facility at LLBG		
Organisation(s):	Israel Airports Authority (IL)	**Type of project:** National
Schedule:	Started in 2017 Expected to end in 2024. Delayed due to COVID19 crisis (budget issues). New due date: 31/12/2025 for Ben Gurion Airport APP/TMA sectors; and 31/12/2027 for the entire project including a combination of the ACC units into the project.	
Progress Description:	"RFI" phase ended 2017, "RFP" during 2018, Location chosen, design of the facility in progress	
Description:	Deployment of a new ATM system which will combine the current 3 separate units into 1 unit at a new location at LLBG.	

Link and references			
ATM MP links:	L3: ATC07.1, COM11.1, ATC02.8, ATC15.1, FCM03, ATC12.1, ITY-ACID		
Other links:	-		
Project included in RP2 Performance Plan:	NA	**Name/Code in RP2 Performance Plan:**	-
Project included in RP3 Performance Plan:	NA	**Name/Code in RP3 Performance Plan:**	-
Project included in DP:	NA	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	-	
Environment:		-	
Capacity:	++	-	
Cost-efficiency:	++	-	
Operational efficiency:	++	-	
Security:		-	

3.2. Multinational projects

Air Space Modification North-West sector			
Organisation(s):	Civil Aviation Authority of Israel (IL), DCAC - Air Navigation Service Provider (CY), Israel Airports Authority (IL)	**Type of project:** Multinational	
Schedule:	Completed in March 2020		
Progress Description:	Completed		
Description:	Reorganisation of the North-West sector, involving Cyprus, Greece, Egypt and EUROCONTROL (Network Manager Directorate)		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	NA	**Name/Code in RP2 Performance Plan:**	-
Project included in RP3 Performance Plan:	NA	**Name/Code in RP3 Performance Plan:**	-
Project included in DP:	NA	**Name/Code in DP:**	-
Performance contribution			
Safety:	++	-	
Environment:		-	
Capacity:	+++	-	
Cost-efficiency:		-	
Operational efficiency:	++	-	
Security:		-	
Cooperation Activities:	-		

Overflight Routes through Tel Aviv FIR			
Organisation(s):	Civil Aviation Authority of Israel (IL), Israel Airports Authority (IL), Israeli Air Force (IL)	**Type of project:** Multinational	
Schedule:	Started in 2020 Expected for 12/2022		
Progress Description:	On-Going		
Description:	Overflight routes through Tel Aviv FIR were activated on October 2020, allowing flights eastbound and westbound at FL350 and above, during night hours and weekends. The project is still on-going with plans to add more routes, more Flight Levels and longer hours of activity.		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	NA	**Name/Code in RP2 Performance Plan:**	-
Project included in RP3 Performance Plan:	NA	**Name/Code in RP3 Performance Plan:**	-
Project included in DP:	NA	**Name/Code in DP:**	-
Performance contribution			
Safety:	++	-	
Environment:		-	
Capacity:	+++	-	
Cost-efficiency:		-	
Operational efficiency:	++	-	
Security:		-	
Cooperation Activities:	-		

4. Cooperation activities

4.1. Multinational cooperation initiatives

Israel is not part of any Functional Airspace Block (FAB), but is neighboring the BLUE MED FAB which involves four European Countries: Italy, Greece, Malta and Cyprus. Israel is an Associated Partner in the BLUEMED FAB without voting rights.

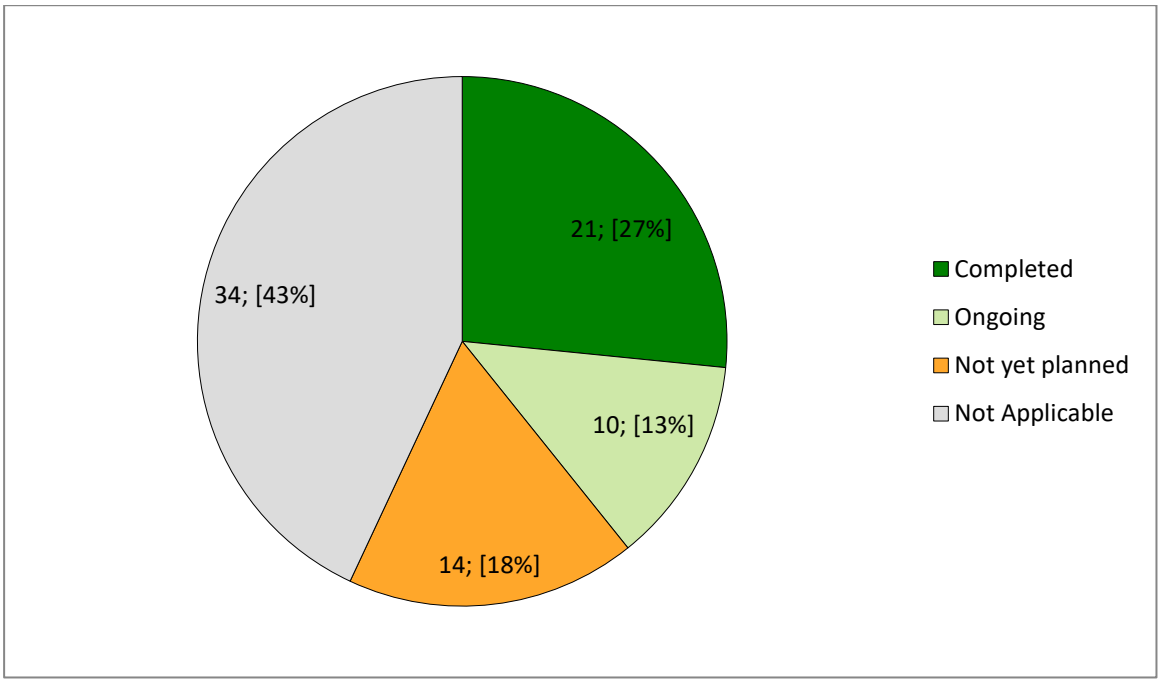
Search & Rescue Agreement with the state of Cyprus is implemented, and exercised. A joint trilateral statement for cooperation, between Israel, Cyprus and Greece, was declared in May 2018, and has not yet progressed further.

Overflight routes through Tel Aviv FIR were activated on October 2020, allowing flights eastbound and westbound at FL350 and above, during night hours and weekends. During 2021 more hours for over-flights routes became available, after coordination with the Israeli Air-Force.

5. Implementation Objectives Progress

5.1. State View: Overall Objective Implementation Progress

The graph below shows progress for all Implementation Objectives (applicable and not applicable to the State).



Source: LSSIP DB

Summary of the implementation of the objectives

Many objectives are dependent on the ongoing work for the deployment of a new ATM system. The ATM system was scheduled for 2024, but significantly delayed, due to the COVID19 pandemic, to 2027 (partial implementation specifically for Ben-Gurion Airport APP/TMA is due to 31/12/2025). It is expected that the new ATM system will significantly boost the number of implemented objectives in particular in the field of ATC as well as in the field of supporting infrastructure (communication and surveillance) and better integration with the NM systems (FCM01 and FCM03 objectives). For these FCM objectives, preparatory work with the NM is already taking place, with full implementation expected with the new system.
Due to COVID19 pandemic, some objectives were delayed indefinitely, such as implementation of A-CDM, AOP.

Several new objectives regarding connectivity to "SWIM" were still not reviewed and therefore they are in "Not Yet Planned" status.

5.2. Objective Progress per SESAR Essential Operational Changes

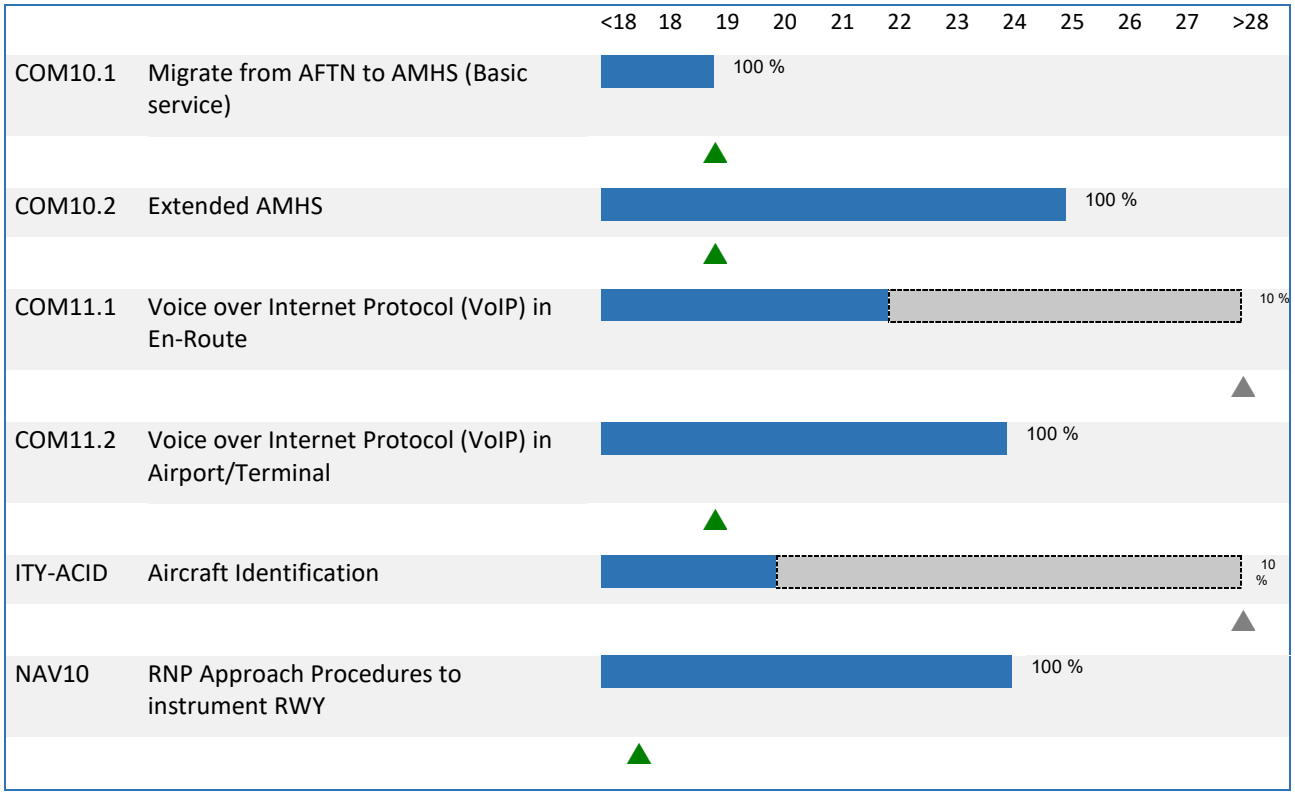
▲ 100% = Objective completed

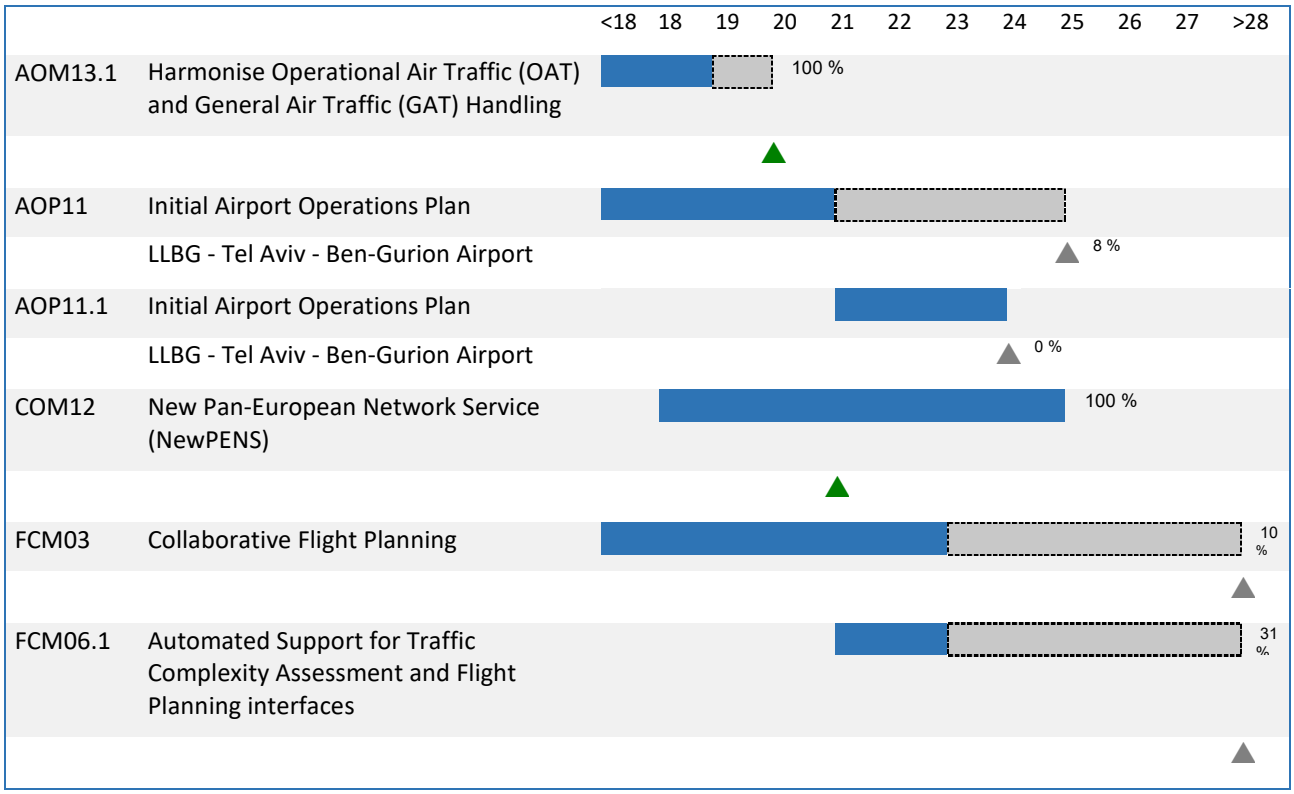
▲ ## % = Expected completion / % Progress

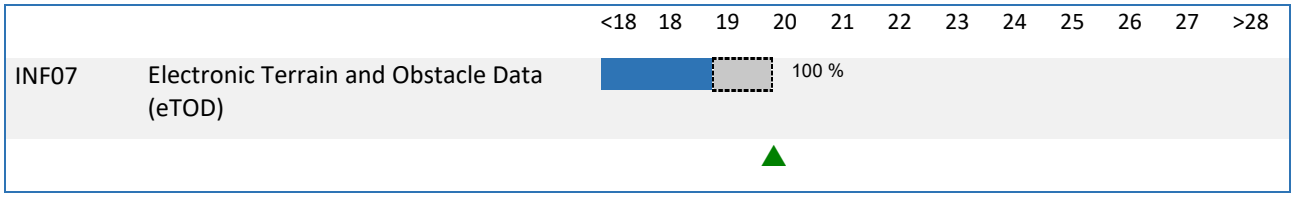
= Implementation Objective timeline (to FOC date)

= Completion beyond Implementation Objective timeline

CNS infrastructure and services

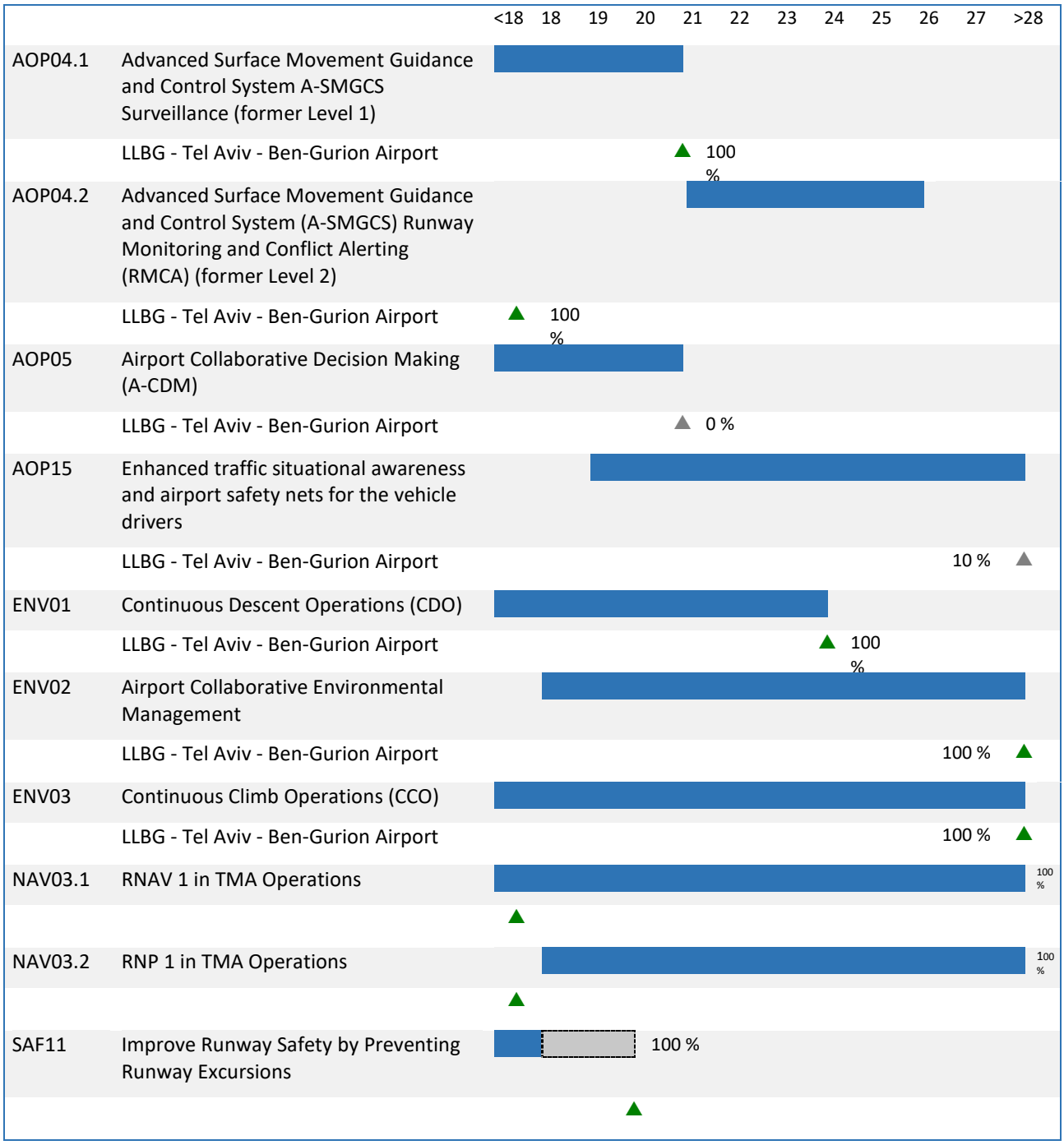






No implementation objectives are available yet for this EOC.

This EOC Chart is not applicable for Israel since the objective AOP14 is not applicable.


<18
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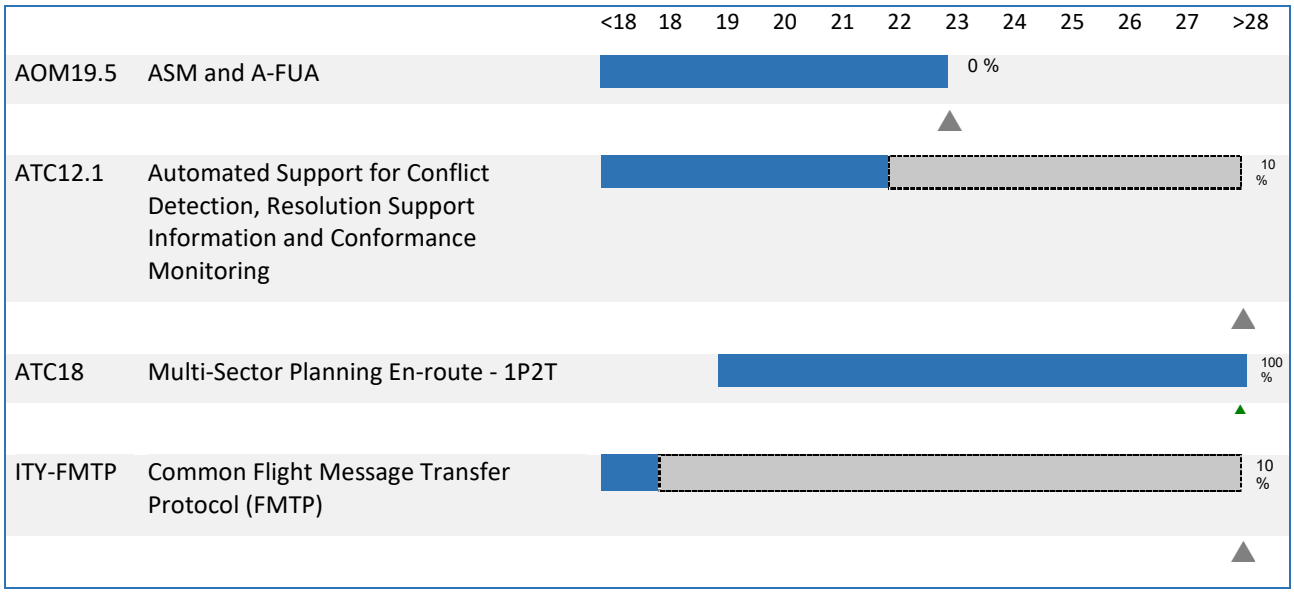
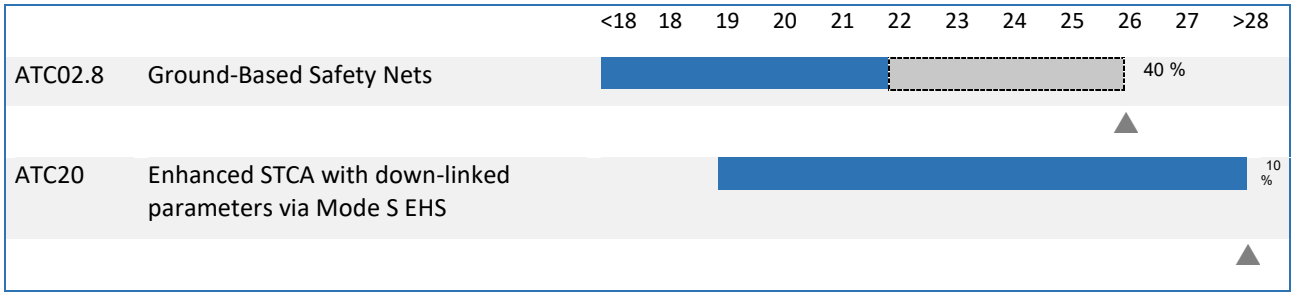
>28
AOP04.1
Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)
LLBG - Tel Aviv - Ben-Gurion Airport
100 %
AOP04.2
Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former Level 2)
LLBG - Tel Aviv - Ben-Gurion Airport
100 %
AOP05
Airport Collaborative Decision Making (A-CDM)
LLBG - Tel Aviv - Ben-Gurion Airport
0 %
AOP15
Enhanced traffic situational awareness and airport safety nets for the vehicle drivers
LLBG - Tel Aviv - Ben-Gurion Airport
10 %
ENV01
Continuous Descent Operations (CDO)
LLBG - Tel Aviv - Ben-Gurion Airport
100 %
ENV02
Airport Collaborative Environmental Management
LLBG - Tel Aviv - Ben-Gurion Airport
100 %
ENV03
Continuous Climb Operations (CCO)
LLBG - Tel Aviv - Ben-Gurion Airport
100 %
NAV03.1
RNAV 1 in TMA Operations
100 %
NAV03.2
RNP 1 in TMA Operations
100 %
SAF11
Improve Runway Safety by Preventing Runway Excursions
100 %

dA Fully dynamic and optimised airspace



TBO Trajectory -based operations



M3 Multimodal mobility and integration of all airspace users

This EOC Chart is not applicable for Israel since the objective NAV12 is not applicable.

Source: LSSIP DB

5.3.ICAO ASBU Implementation Progress

The following tables show, for each of the ASBU Elements belonging to a particular ASBU Thread and Block, the overall status, the final date foreseen for completion and the percentage of progress achieved in the current cycle.

The final set of Block 0 and Block 1 ASBU elements to be monitored in ICAO EUR Region has been approved through written consultation by the European Aviation System Planning Group (EASPG in May 2021, based on the conclusions of the EUR Global Air Navigation Plan (GANP) Transition Project Team.

Results below were determined using the LSSIP Year 2021 declared statuses and progress of the relevant Implementation objectives in accordance with the updated mapping approved by the EASPG/3 meeting.

Legend:

Source: LSSIP DB

ACAS

		<18	18	19	20	21	22	23	24	25	26	27	>28
ACAS-B1/1	ACAS Improvements						100 %						

ACDM

		<18	18	19	20	21	22	23	24	25	26	27	>28
ACDM-B0/1	Airport CDM Information Sharing (ACIS)						No Plan						
ACDM-B0/2	Integration with ATM Network function						No Plan						
ACDM-B1/1	Airport Operations Plan (AOP)						No Plan						

APTA

		<18	18	19	20	21	22	23	24	25	26	27	>28
APTA-B0/1	PBN Approaches (with basic capabilities)						100 %						
APTA-B0/2	PBN SID and STAR procedures (with basic capabilities)						100 %						
APTA-B0/4	CDO (Basic)						100 %						
APTA-B0/5	CCO (Basic)						100 %						
APTA-B1/1	PBN Approaches (with advanced capabilities)						100 %						
APTA-B1/2	PBN SID and STAR procedures (with advanced capabilities)						100 %						
							100 %						

APTA-B1/4	CDO (Advanced)	
APTA-B1/5	CCO (Advanced)	100 %

COMI

		<18	18	19	20	21	22	23	24	25	26	27	>28
COMI-B0/7	ATS Message Handling System (AMHS)						100 %						
COMI-B1/1	Ground-Ground Aeronautical Telecommunication Network/Internet Protocol Suite (ATN/IPS)						100 %						
COMI-B2/1	Air-Ground ATN/IPS						100 %						

DAIM

		<18	18	19	20	21	22	23	24	25	26	27	>28
DAIM-B1/1	Provision of quality-assured aeronautical data and information						100 %						
DAIM-B1/3	Provision of digital terrain data sets						100 %						
DAIM-B1/4	Provision of digital obstacle data sets						100 %						

FICE

		<18	18	19	20	21	22	23	24	25	26	27	>28
FICE-B0/1	Automated basic inter facility data exchange (AIDC)						100 %						

FRTO

		<18	18	19	20	21	22	23	24	25	26	27	>28
FRTO-B0/2	Airspace planning and Flexible Use of Airspace (FUA)						No Plan						
FRTO-B0/4	Basic conflict detection and conformance monitoring						10.0 %						
FRTO-B1/3	Advanced Flexible Use of Airspace (FUA) and management of real time airspace data						No Plan						
FRTO-B1/5	Enhanced Conflict Detection Tools and Conformance Monitoring						10.0 %						
FRTO-B1/6	Multi-Sector Planning						100 %						

NAVS

		<18	18	19	20	21	22	23	24	25	26	27	>28
NAVS-B0/2	Satellite Based Augmentation Systems (SBAS)						100 %						

NOPS

		<18	18	19	20	21	22	23	24	25	26	27	>28
NOPS-B0/1	Initial integration of collaborative airspace management with air traffic flow management						No Plan						
NOPS-B0/2	Collaborative Network Flight Updates					10.0 %							
NOPS-B0/4	Initial Airport/ATFM slots and A-CDM Network Interface						No Plan						
NOPS-B1/2	Enhanced Network Operations Planning						No Plan						
NOPS-B1/4	Dynamic Traffic Complexity Management					31.0 %							
NOPS-B1/5	Full integration of airspace management with air traffic flow management						No Plan						
NOPS-B1/9	Target Times for ATFM purposes						No Plan						

SNET

		<18	18	19	20	21	22	23	24	25	26	27	>28
SNET-B0/1	Short Term Conflict Alert (STCA)						100 %						
SNET-B0/2	Minimum Safe Altitude Warning (MSAW)					40.0 %						100 %	
SNET-B0/3	Area Proximity Warning (APW)					40.0 %						100 %	
SNET-B0/4	Approach Path Monitoring (APM)					40.0 %						100 %	
SNET-B1/1	Enhanced STCA with aircraft parameters					10.0 %	100 %						
SNET-B1/2	Enhanced STCA in complex TMAs						100 %						

SURF

		<18	18	19	20	21	22	23	24	25	26	27	>28
SURF-B0/2	Comprehensive situational awareness of surface operations					◆	100 %						
SURF-B0/3	Initial ATCO alerting service for surface operations					◆	100 %						

SWIM

		<18	18	19	20	21	22	23	24	25	26	27	>28
SWIM-B2/3	SWIM registry						No Plan						

5.4. Detailed Objectives Implementation progress

Objective/Stakeholder Progress Code:			
Completed		Not yet planned	
Ongoing		Not Applicable	
Planned		Missing Data	

Main Objectives

AOM13.1	**Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling** ***Timescales:*** Initial operational capability: 01/01/2012 Full operational capability: 31/12/2018		**100%**	**Completed**
	-			
Objective is implemented				**31/12/2019**
REG (By:12/2018)				
Civil Aviation Authority of Israel	-	-	100%	Completed 31/12/2019
ASP (By:12/2018)				
Israel Airports Authority	-	-	100%	Completed 31/12/2019
MIL (By:12/2018)				
Israeli Air Force	-	-	100%	Completed 31/12/2019

AOM19.4	**Management of Predefined Airspace Configurations** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
	-			
Not applicable due to the airspace structure of the Israeli FIR.				**-**
ASP (By:12/2022)				
Israel Airports Authority	-	-	0%	Not Applicable -

AOM19.5	**ASM and A-FUA** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not yet planned**
-				
Objective has been reviewed but no decision taken yet.				**-**
ASP (By:12/2022)				
Israel Airports Authority	Objective has been reviewed but no decision taken yet.	-	0%	Not yet planned -

AOM21.2	**Initial Free Route Airspace** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
-				
Currently, overflights are direct route from the entry point to the exit point.				**-**
ASP (By:12/2022)				
Israel Airports Authority	-	-	0%	Not Applicable -

AOM21.3	**Enhanced Free Route Airspace Operations** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
-				
Currently, overflights are direct route from the entry point to the exit point.				**-**
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not Applicable -

AOP04.1	**Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)** ***Timescales:*** Initial operational capability: 01/01/2007 Full operational capability: 31/12/2020		**100%**	**Completed**
LLBG - Tel Aviv - Ben-Gurion Airport				
A-SMGCS level 1 is implemented by IAA (Israel Airports Authority - the only ANSP in Israel) at Ben-Gurion international airport which is the main international airport in Israel (more than 99% of international traffic in Israel)				-
REG (By:12/2010)				
Civil Aviation Authority of Israel	-	-	100%	Completed -
ASP (By:01/2021)				
Israel Airports Authority	-	-	100%	Completed -
APO (By:01/2021)				
Israel Airports Authority	-	-	100%	Completed -

AOP04.2	**Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former Level 2)** ***Timescales:*** Initial operational capability: 01/01/2021 Full operational capability: 31/12/2025		**100%**	**Completed**
LLBG - Tel Aviv - Ben-Gurion Airport				
The IAA implements A-SMGCS level 2 since Q1/2015				**31/03/2015**
ASP (By:12/2025)				
Israel Airports Authority	-	-	100%	Completed 31/03/2015
APO (By:12/2025)				
Israel Airports Authority	-	-	100%	Completed 31/03/2015

AOP05	**Airport Collaborative Decision Making (A-CDM)** ***Timescales:*** Initial operational capability: 01/01/2004 Full operational capability: 31/12/2020		**0%**	**Not yet planned**
LLBG - Tel Aviv - Ben-Gurion Airport				
Objective has been reviewed but no decision taken yet. **Initially, the IAA decided to implement A-CDM at Ben-Gurion airport. Functionality was expected for 31/12/2021, but delayed indefinitely due to COVID19 crisis (budget issues).**				-
ASP (By:01/2021)				
Israel Airports Authority	-	A-CDM at LLBG	0%	Not yet planned -
APO (By:01/2021)				
Israel Airports Authority	-	A-CDM at LLBG	0%	Not yet planned -

AOP10	**Time-Based Separation** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
LLBG - Tel Aviv - Ben-Gurion Airport **(Outside Applicability Area)**				
LLBG is not within the applicability area of the objective and for the time being, there are no operational needs for implementation				-
REG (By:01/2024)				
Civil Aviation Authority of Israel	-	-	0%	Not Applicable -
ASP (By:12/2024)				
Israel Airports Authority	-	-	0%	Not Applicable -

AOP11.1	**Initial Airport Operations Plan** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2023		**0%**	**Not yet planned**
LLBG - Tel Aviv - Ben-Gurion Airport				
Objective has been reviewed but no decision taken yet. **This objective was planned to be implemented by 2024 after implementation of the A-CDM, but it is delayed indefinitely due to COVID19 crisis (budget issues).**				-
ASP (By:12/2023)				
Israel Airports Authority	-	-	0%	Not yet planned -
APO (By:12/2023)				
Israel Airports Authority	-	-	0%	Not yet planned -

AOP11.2	Extended Airport Operations Plan *Timescales:* - not applicable -		0%	Not yet planned
LLBG - Tel Aviv - Ben-Gurion Airport (Outside Applicability Area)				
Objective has been reviewed but no decision taken yet. This objective was planned to be implemented by 2024 after implementation of the A-CDM, but it is delayed indefinitely due to COVID19 crisis (budget issues).				-
ASP (By:12/2027)				
Israel Airports Authority	Objective has been reviewed but no decision taken yet.	-	0%	Not yet planned -
APO (By:12/2027)				
Israel Airports Authority	-	-	0%	Not yet planned -

AOP12.1	Airport Safety Nets *Timescales:* - not applicable -		0%	Not Applicable
LLBG - Tel Aviv - Ben-Gurion Airport (Outside Applicability Area)				
There is no operational need for the full implementation. However, RMCA is implemented in LLBG via the A-SMGCS.				-
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not Applicable -
APO (By:12/2025)				
Israel Airports Authority	-	-	0%	Not Applicable -

AOP13	Automated Assistance to Controller for Surface Movement Planning and Routing *Timescales:* - not applicable -		0%	Not Applicable
LLBG - Tel Aviv - Ben-Gurion Airport (Outside Applicability Area)				
The airport configuration does not require or justify the implementation of the objective				-
REG (By:12/2025)				
Civil Aviation Authority of Israel	The airport configuration does not require or justify the implementation of the objective	-	0%	Not Applicable -
ASP (By:12/2025)				
Israel Airports Authority	The airport configuration does not require or justify the implementation of the objective	-	0%	Not Applicable -

AOP19	Departure Management Synchronised with Pre-departure sequencing ***Timescales:*** - not applicable -		0%	Not Applicable
LLBG - Tel Aviv - Ben-Gurion Airport **(Outside Applicability Area)**				
Due to the traffic level there is no operational need for implementation				**-**
ASP (By:12/2022)				
Israel Airports Authority	-	-	0%	Not Applicable -
APO (By:12/2022)				
Israel Airports Authority	-	-	0%	Not Applicable -

ATC02.8	Ground-Based Safety Nets ***Timescales:*** Initial operational capability: 01/01/2009 Full operational capability: 31/12/2021		40%	Ongoing
-				
Implementation of APW function. **Implemented for ACCs.** **In Ben-Gurion Airport - functionality is planned to be included in the new ATM system in LLBG Tower and LLBG Approach which is expected on 31/12/2025 (delayed from 31/12/2023 due to COVID 19 - budget issues) (while the deployment of the new ATM system for the ACC unit is planned later - 31/12/2027).** **Project delayed due to COVID19 (budget related).** **Implementation of MSAW function:** **MSAW functions are implemented at Ben-Gurion airport and ACC's,** **Implementation of APM functionality is planned to be included in the new ATM system in LLBG Tower and LLBG Approach which is expected on 31/12/2025 (delayed from 31/12/2023 due to COVID 19 - budget issues) (while the deployment of the new ATM system for the ACC unit is planned later - 31/12/2027).** **ACC: The project was planned for 2024 but delayed to 2027 due to COVID19 (budget issues).**				**31/12/2025**
ASP (By:12/2021)				
Israel Airports Authority	-	New ATM Facility at LLBG	40%	Ongoing 31/12/2025

ATC07.1	AMAN Tools and Procedures ***Timescales:*** - not applicable -		0%	Not Applicable
LLBG - Tel Aviv - Ben-Gurion Airport **(Outside Applicability Area)**				
Due to the traffic level there is no operational need for implementation.				**-**
ASP (By:01/2020)				
Israel Airports Authority	-	New ATM Facility at LLBG	0%	Not Applicable -

ATC12.1	**Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021		**10%**	**Ongoing**
	-			
Functionality is planned to be included in the new ATM system expected for 12/2027. Project delayed from 2024 to 2027 due to COVID19 (budget issues).				**31/12/2027**
ASP (By:12/2021)				
Israel Airports Authority	-	New ATM Facility at LLBG	10%	Ongoing 31/12/2027

ATC15.1	**Information Exchange with En-route in Support of AMAN** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
	-			
Due to the traffic level, there is no operational need for implementation.				**-**
ASP (By:12/2019)				
Israel Airports Authority	-	New ATM Facility at LLBG	0%	Not Applicable -

ATC15.2	**Arrival Management Extended to En-route Airspace** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
	LLBG - Tel Aviv - Ben-Gurion Airport **(Outside Applicability Area)**			
Due to the traffic level there is no operational need for implementation				**-**
ASP (By:12/2024)				
Israel Airports Authority	-	-	0%	Not Applicable -

ATC15.2bis	**Arrival Management Extended to En-route Airspace (non CP1)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability: 31/12/2024		**0%**	**Not Applicable**
	-			
Due to the traffic level there is no operational need for implementation.				**-**
ASP (By:12/2024)				
Israel Airports Authority	-	-	0%	Not Applicable -

ATC19	AMAN/DMAN Integration *Timescales:* - not applicable -		0%	Not Applicable
LLBG - Tel Aviv - Ben-Gurion Airport (Outside Applicability Area)				
Due to the traffic level there is no operational need for implementation.				-
ASP (By:12/2027)				
Israel Airports Authority	-	-	0%	Not Applicable -
APO (By:12/2027)				
Israel Airports Authority	-	-	0%	Not Applicable -

COM10.1	Migrate from AFTN to AMHS (Basic service) *Timescales:* Initial Operational Capability: 01/12/2011 Full Operational Capability: 31/12/2018		100%	Completed
-				
The system has the AMHS capability. The link with Jordan is via AMHS. For the other connections, the system is using an AMHS/AFTN gateway.				31/12/2018
ASP (By:12/2018)				
Israel Airports Authority	-	-	100%	Completed 31/12/2018

COM10.2	Extended AMHS *Timescales:* Initial Operational Capability: 01/12/2011 Full Operational Capability: 31/12/2024		100%	Completed
-				
The system has the AMHS capability. The link with Jordan is via AMHS. For the other connections, the system is using an AMHS/AFTN gateway.				31/12/2018
ASP (By:12/2024)				
Israel Airports Authority	-	-	100%	Completed 31/12/2018

COM11.1	Voice over Internet Protocol (VoIP) in En-Route *Timescales:* Initial operational capability: 01/01/2013 Full operational capability: 31/12/2021		10%	Ongoing
-				
Implementation is ongoing. The links (e.g. TMA to ACC controllers, links between ACC controllers and ground stations, etc.) will migrate to VoIP by 2027. Project was planned for 2024 but delayed to 2027 due to COVID19 (budget issues).				31/12/2027
ASP (By:12/2021)				
Israel Airports Authority	-	New ATM Facility at LLBG	10%	Ongoing 31/12/2027

COM11.2	**Voice over Internet Protocol (VoIP) in Airport/Terminal** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2023		**100%**	**Completed**
	-			
The links between ATC and ground stations at Ben Gurion airport are via VoIP. The same for the links between TWR and TMA controllers.				**31/12/2018**
ASP (By:12/2023)				
Israel Airports Authority	-	-	100%	Completed 31/12/2018

COM12	**New Pan-European Network Service (NewPENS)** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability (Other stakeholders): 31/12/2024		**100%**	**Completed**
	-			
Completed in 15/1/2021				**15/01/2021**
ASP (By:12/2024)				
Israel Airports Authority	-	-	100%	Completed 15/01/2021
APO (By:12/2024)				
Israel Airports Authority	-	-	100%	Completed 15/01/2021

ENV01	**Continuous Descent Operations (CDO)** ***Timescales:*** Initial operational capability: 01/07/2007 Full operational capability: 31/12/2023		**100%**	**Completed**
	LLBG - Tel Aviv - Ben-Gurion Airport			
CDOs are implemented wherever possible (in IAPs and STARs) in Israel. CAAI supports the implementation with the ANSP and Israeli operators have full awareness of CDO, and conduct it in daily operations.				**-**
ASP (By:12/2023)				
Israel Airports Authority	-	-	100%	Completed -
APO (By:12/2023)				
Israel Airports Authority	-	-	100%	Completed -

FCM03	**Collaborative Flight Planning** ***Timescales:*** Initial operational capability: 01/01/2000 Full operational capability: 31/12/2022		**10%**	**Ongoing**
	-			
First steps in implementation have been taken through Israel joining the IFPZ. Full completion is expected with the deployment of the new ATM system planned for 12/2027. Project was planned for 2024 but delayed to 2027 due to COVID19 (budget issues).				**31/12/2027**
ASP (By:12/2022)				
Israel Airports Authority	-	New ATM Facility at LLBG	10%	Ongoing 31/12/2027

FCM04.2	**Enhanced Short Term ATFCM Measures** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
	-			
Due to the traffic level there is no operational need for implementation				**-**
ASP (By:12/2022)				
Israel Airports Authority	-	-	0%	Not Applicable -

FCM06.1	**Automated Support for Traffic Complexity Assessment and Flight Planning interfaces** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target date: 31/12/2022		**28%**	**Ongoing**
	-			
There is a local tool based on FPL data but not integrated with NM. Full implementation of the objective is expected with the new ATM system 12/2027. Project was planned for 2024 but delayed to 2027 due to COVID 19 (budget issues).				**31/12/2027**
ASP (By:12/2022)				
Israel Airports Authority	-	-	28%	Ongoing 31/12/2027

FCM10	**Interactive Rolling NOP** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not yet planned**
	-			
Objective has not been reviewed yet.				**-**
ASP (By:12/2023)				
Israel Airports Authority	-	-	0%	Not yet planned -

FCM11.1	Initial AOP/NOP Information Sharing *Timescales:* - not applicable -		0%	Not Applicable
LLBG - Tel Aviv - Ben-Gurion Airport (Outside Applicability Area)				
No operational need yet (Pending the evolution on AOP11.1 objective which is "Not yet planned").				-
ASP (By:12/2023)				
Israel Airports Authority	-	-	0%	Not Applicable -
APO (By:12/2023)				
Israel Airports Authority	The IAA is both the ASP and the APO. Therefore, the APO part is declared as NA.	-	0%	Not Applicable -

FCM11.2	AOP/NOP integration *Timescales:* - not applicable -		0%	Not Applicable
LLBG - Tel Aviv - Ben-Gurion Airport (Outside Applicability Area)				
No operational need yet (Pending the evolution on AOP11.1 objective which is "Not yet planned").				-
ASP (By:12/2027)				
Israel Airports Authority	-	-	0%	Not Applicable -
APO (By:12/2027)				
Israel Airports Authority	-	-	0%	Not Applicable -

INF07	Electronic Terrain and Obstacle Data (eTOD) *Timescales:* Initial operational capability: 01/11/2014 Full operational capability: 31/12/2018		100%	Completed
-				
Implementation Plan has been developed and implemented.				**31/12/2019**
REG (By:01/2019)				
Civil Aviation Authority of Israel	-	-	100%	Completed 31/12/2018
ASP (By:01/2019)				
Israel Airports Authority	-	-	100%	Completed 31/12/2019
APO (By:01/2019)				
Israel Airports Authority	-	-	100%	Completed 31/12/2019

INF10.10	**Meteorological Information Exchange - Aerodrome Meteorological information Service** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not yet planned**
-				
Objective has not been reviewed yet.				-
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not yet planned -
APO (By:12/2025)				
Israel Airports Authority	-	-	0%	Not yet planned -
MET (By:12/2025)				
Israel Meteorological Service	-	-	0%	Not yet planned -

INF10.11	**Meteorological Information Exchange - En-Route and Approach Meteorological information service** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not yet planned**
-				
Objective has not been reviewed yet.				-
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not yet planned -
MET (By:12/2025)				
Israel Meteorological Service	-	-	0%	Not yet planned -

INF10.12	**Meteorological Information Exchange - Network Meteorological Information** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
-				
No operational need identified.				-
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not Applicable -
MET (By:12/2025)				
Israel Meteorological Service	-	-	0%	Not Applicable -

INF10.13	**Cooperative Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not yet planned**
-				
Objective has not been reviewed yet.				-
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not yet planned -

INF10.14	**Cooperative Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not yet planned**
-				
Objective has not been reviewed yet. Related to FCM 11.1, FCM 11.2.				-
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not yet planned -
APO (By:12/2025)				
Israel Airports Authority	-	-	0%	Not yet planned -

INF10.15	**Cooperative Network Information Exchange – Measures Service (Traffic Regulation)** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
-				
No operational need identified.				**-**
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not Applicable -

INF10.16	**Cooperative Network Information Exchange - Short Term ATFCM Measures services (MCDM, eHelpdesk, STAM measures)** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
-				
No operational need identified yet. Linked to FCM04.2.				**-**
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not Applicable -

INF10.17	**Cooperative Network Information Exchange – Counts service (ATFCM Congestion Points)** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
-				
No operational need identified.				**-**
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not Applicable -

INF10.19	**Flight Information Exchange (Yellow Profile) - Flight Data Request Service** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
-				
No operational need identified yet. Linked to the new flight plan format by ICAO.				**-**
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not Applicable -

INF10.2	**Stakeholders' SWIM PKI and cyber security** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not yet planned**
-				
Objective has not been reviewed yet.				**-**
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not yet planned -
APO (By:12/2025)				
Israel Airports Authority	-	-	0%	Not yet planned -
MET (By:12/2025)				
Israel Meteorological Service	-	-	0%	Not yet planned -

INF10.20	**Flight Information Exchange (Yellow Profile) - Notification Service** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
-				
No operational need identified yet. Linked to the new flight plan format by ICAO.				**-**
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not Applicable -

INF10.21	**Flight Information Exchange (Yellow Profile) - Data Publication Service** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
-				
No operational need identified yet. Linked to the new flight plan format by ICAO.				**-**
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not Applicable -

INF10.23	**Flight Information Exchange (Yellow Profile) - Extended AMAN SWIM Service** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
-				
Due to the traffic level there is no operational need for implementation of any AMAN capability.				**-**
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not Applicable -

INF10.3	**Aeronautical Information Exchange - Airspace structure service** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
-				
No operational need identified yet. Linked to AOM19.5 objective (Which is "Not yet planned").				**-**
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not Applicable -

INF10.4	**Aeronautical Information Exchange - Airspace Availability Service** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
-				
No operational need identified yet. Linked to AOM19.5 objective (Which is "Not yet planned").				**-**
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not Applicable -

INF10.5	**Aeronautical Information Exchange - Airspace Reservation (ARES)** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
-				
No operational need identified yet. Linked to AOM19.5 objective (Which is "Not yet planned").				**-**
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not Applicable -

INF10.6	**Aeronautical Information Exchange – Digital NOTAM service** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not yet planned**
-				
Objective has not been reviewed yet.				-
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not yet planned -
AIS (By:12/2025)				
Israel Airports Authority	-	-	0%	Not yet planned -

INF10.7	**Aeronautical Information Exchange - Aerodrome mapping service** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not yet planned**
-				
Objective has not been reviewed yet.				-
AIS (By:12/2025)				
Israel Airports Authority	-	-	0%	Not yet planned -

INF10.8	**Aeronautical Information Exchange - Aeronautical Information Features service** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not yet planned**
-				
Objective has not been reviewed yet.				-
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not yet planned -
AIS (By:12/2025)				
Israel Airports Authority	-	-	0%	Not yet planned -

INF10.9	**Meteorological Information Exchange - Volcanic Ash Mass Concentration information service** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not yet planned**
-				
Objective has not been reviewed yet. Still not "stable" because maybe it should be NA.				-
ASP (By:12/2025)				
Israel Airports Authority	-	-	0%	Not yet planned -
MET (By:12/2025)				
Israel Meteorological Service	-	-	0%	Not yet planned -

ITY-ACID	**Aircraft Identification** ***Timescales:*** Entry into force of the Regulation: 13/12/2011 System capability: 02/01/2020		**10%**	**Ongoing**
-				
Implementation is planned in the new ATM system, expected for 2027. Project was planned for 2024 but delayed to 2027 due to COVID19 (budget issues).				**31/12/2027**
ASP (By:01/2020)				
Israel Airports Authority	-	New ATM Facility at LLBG	10%	Ongoing 31/12/2027

ITY-AGDL	**Initial ATC Air-Ground Data Link Services** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
-				
Since the volume of over flight operations over Israel is relatively very low, there is no need at the moment to implement ATC air to ground data link above FL- 285.				-
REG (By:02/2018)				
Civil Aviation Authority of Israel	-	-	0%	Not Applicable -
ASP (By:02/2018)				
Israel Airports Authority	-	-	0%	Not Applicable -
MIL (By:01/2019)				
Israeli Air Force	-	-	0%	Not Applicable -

ITY-AGVCS2	**8,33 kHz Air-Ground Voice Channel Spacing below FL195** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
	-			
The levels of traffic, as well as the geographical location, do not justify the implementation of the objective.				-
REG (By:12/2018)				
Civil Aviation Authority of Israel	-	-	0%	Not Applicable -
ASP (By:12/2018)				
Israel Airports Authority	-	-	0%	Not Applicable -
MIL (By:12/2020)				
Israeli Air Force	-	-	0%	Not Applicable -
APO (By:12/2018)				
Israel Airports Authority	-	-	0%	Not Applicable -

ITY-FMTP	**Common Flight Message Transfer Protocol (FMTP)** ***Timescales:*** Entry into force of regulation: 28/06/2007 All EATMN systems put into service after 01/01/09: 01/01/2009 All EATMN systems in operation by 20/04/11: 20/04/2011 Transitional arrangements: 31/12/2012 Transitional arrangements when bilaterally agreed between ANSPs: 31/12/2014		**10%**	**Ongoing**
	-			
Implementation will be addressed in the context of the new ATM system planned for 12/2027. Project was planned for 2024 but delayed to 2027 due to COVID19 (budget issues).				**31/12/2027**
ASP (By:12/2014)				
Israel Airports Authority	-	-	10%	Ongoing 31/12/2027
MIL (By:12/2014)				
Israeli Air Force	-	-	0%	Not Applicable -

NAV03.1	**RNAV 1 in TMA Operations** ***Timescales:*** Initial operational capability: 01/01/2001 Locally determined number of RNAV1 SID/STAR, where established: 06/06/2030	**100%**	**Completed**
	-		
P-RNAV Routes, SIDs, STARs and CDRs are implemented throughout the Israeli airspace. Israel is engaged in advanced action with EC to allow EGNOS SBAS operations as soon as operational coverage will begin. A safety case has been performed per IFP, and a general ESARR compliant Safety case has been performed in 2019, in collaboration with "Helios", in the framework of EC technical assistance team.			**31/12/2014**
REG (By:06/2030)			
Civil Aviation Authority of Israel	-	100%	Completed 31/12/2014
ASP (By:06/2030)			
Israel Airports Authority	-	100%	Completed 31/12/2014

NAV03.2	**RNP 1 in TMA Operations** ***Timescales:*** Start: 07/08/2018 Locally determined number of RNP1 SID/STAR, where established.: 06/06/2030	**100%**	**Completed**
	-		
RNP 1 operations are implemented in Tel Aviv TMA			**31/12/2014**
REG (By:06/2030)			
Civil Aviation Authority of Israel	-	100%	Completed 31/12/2014
ASP (By:06/2030)			
Israel Airports Authority	-	100%	Completed 31/12/2014

NAV10	**RNP Approach Procedures to instrument RWY** ***Timescales:*** Initial operational capability: 01/06/2011 Instrument RWY ends served by precision approach.: 25/01/2024 Instrument RWY ends without precision approach at other ECAC+ instrument RWYs.: 25/01/2024	**100%**	**Completed**
	-		
Israel has implemented APV procedures in accordance with the objectives of ICAO Assembly resolution 37-11.			**31/12/2017**
REG (By:01/2024)			
Civil Aviation Authority of Israel	-	100%	Completed 31/12/2017
ASP (By:01/2024)			
Israel Airports Authority	-	100%	Completed 31/12/2017

NAV12	**ATS IFR Routes for Rotorcraft Operations** **(Outside Applicability Area)** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
-			
There is no operational need for special low-level IRF routes for rotorcraft in Tel Aviv FIR.			**-**
REG (By:06/2030)			
Civil Aviation Authority of Israel	-	-	0%	Not Applicable -
ASP (By:06/2030)			
Israel Airports Authority	-	-	0%	Not Applicable -

SAF11	**Improve Runway Safety by Preventing Runway Excursions** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/01/2018	**100%**	**Completed**
-			
The State runway safety plan is implemented and active since 2019, and all the airports have active Local Runway Safety Teams.			**31/12/2019**
REG (By:01/2018)			
Civil Aviation Authority of Israel	-	-	100%	Completed 30/06/2019
ASP (By:12/2014)			
Israel Airports Authority	-	-	100%	Completed 31/12/2019
APO (By:12/2014)			
Israel Airports Authority	-	-	100%	Completed 31/12/2019

Additional Objectives for ICAO ASBU Monitoring

AOM21.1	**Direct Routing** **(Outside Applicability Area)** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
-			
Not applicable for the Israeli FIR. However, for some routes there is a direct routing from entry to exit point.			**-**
ASP (By:12/2017)			
Israel Airports Authority	-	-	0%	Not Applicable -

ATC02.2	**Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 for en-route operations** ***Timescales:*** Initial operational capability: 01/01/2008 Full operational capability: 31/01/2013		**100%**	**Completed**
-				
STCA functions are implemented at all ATM units.				-
ASP (By:01/2013)				
Israel Airports Authority	-	-	100%	Completed -

ATC02.9	**Short Term Conflict Alert (STCA) for TMAs** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2020		**100%**	**Completed**
-				
The STCA functionality is available in the TMA. The algorithm is the same as for en-route. The multi-hypothesis algorithm is not used				-
ASP (By:12/2020)				
Israel Airports Authority	-	-	100%	Completed -

ATC16	**Implement ACAS II compliant with TCAS II change 7.1** ***Timescales:*** Initial operational capability: 01/03/2012 Full operational capability: 31/12/2015		**100%**	**Completed**
-				
All Israeli air carriers engaged in commercial international air operations are equipped with TCAS II version 7.1				**30/06/2017**
REG (By:12/2015)				
Civil Aviation Authority of Israel	-	-	100%	Completed 30/06/2017
ASP (By:03/2012)				
Israel Airports Authority	-	-	100%	Completed 30/06/2017
MIL (By:12/2015)				
Israeli Air Force	-	-	100%	Completed -

FCM01	**Implement enhanced tactical flow management services** ***Timescales:*** Initial operational capability: 01/08/2001 Full operational capability: 31/12/2006		**10%**	**Ongoing**
-				
Implementation is planned with the new ATM system, expected for 12/2027. Project was planned for 2024 but delayed to 2027 due to COVID19 (budget issues).				**31/12/2027**
ASP (By:07/2014)				
Israel Airports Authority	-	-	10%	Ongoing 31/12/2027

ITY-ADQ	**Ensure Quality of Aeronautical Data and Aeronautical Information** ***Timescales:*** Entry into force of the regulation: 16/02/2010 Article 5(4)(a), Article 5(4)(b) and Article 6 to 13 to be implemented by: 30/06/2013 Article 4, Article5(1) and Article 5(2), Article 5(3) and Article 5(4)(c) to be implemented by: 30/06/2014 All data requirements implemented by: 30/06/2017		**100%**	**Completed**
-				
1. Implement a quality management system (QMS) – completed. **A QMS is fully implemented by CAAI with respect to AIP processes which is a service provided by** **CAAI (ISO certified).** **With respect to NOTAM and PIB, which are services provided by the IAA, a QMS implementation** **process is completed.** **2. Implement data quality requirements - completed.** **3. Implementation of Common dataset and digital exchange format - completed.** **Completion date 12/2017.** **4. Establish formal arrangements - completed.** **CAAI AIS unit has established a set of procedures regarding the exchange of aeronautical data and information with data originators.**				**31/12/2017**
REG (By:06/2017)				
Civil Aviation Authority of Israel	-	-	100%	Completed 31/12/2017
ASP (By:06/2017)				
Israel Airports Authority	-	-	100%	Completed 31/12/2017
APO (By:06/2017)				
Israel Airports Authority	-	-	100%	Completed 31/12/2017

ITY-COTR	**Implementation of ground-ground automated co-ordination processes** ***Timescales:*** Entry into force of Regulation: 27/07/2006 For putting into service of EATMN systems in respect of notification and initial coordination processes: 27/07/2006 For putting into service of EATMN systems in respect of Revision of Coordination, Abrogation of Coordination, Basic Flight Data and Change to Basic Flight Data: 01/01/2009 To all EATMN systems in operation by 12/2012: 31/12/2012		**100%**	**Completed**
-				
The IAA has implemented the Electronic Flight Strip (EFS) since Q3 2015 which provides automated coordination capabilities between the Israeli ATC units. **The civil-military exchanges are not-applicable as the system uses the same data base.**				**30/09/2015**
ASP (By:12/2012)				
Israel Airports Authority	-	-	100%	Completed 30/09/2015
MIL (By:12/2012)				
Israeli Air Force	-	-	0%	Not Applicable -

Local Objectives

Note: Local Objectives are addressing solutions that are considered beneficial for specific operating environments, therefore for which a clear widespread commitment has not been expressed yet. They are characterised with no deadline and voluntary applicability area.

AOP14	**Remote Tower Services** ***Applicability and timescale: Local***	**%**	**Not Applicable**
	-		
For the time being, the implementation of Remote Tower in Israel is not operationally nor economically justified.			**-**

AOP15	**Enhanced traffic situational awareness and airport safety nets for the vehicle drivers** ***Applicability and timescale: Local***	**10%**	**Ongoing**
	LLBG - Tel Aviv - Ben-Gurion Airport		
The system is being designed in-house. Date of implementation for operational vehicles - by 31.12.2022.			**31/12/2022**

AOP16	**Guidance assistance through airfield ground lighting** ***Applicability and timescale: Local***	**%**	**Not Applicable**
	-		
Pre req AOP 13 is NA.			**-**

AOP17	**Provision/integration of departure planning information to NMOC** ***Applicability and timescale: Local***	**%**	**Not Applicable**
	LLBG - Tel Aviv - Ben-Gurion Airport		
LLBG is in the process of deploying A-CDM. Therefore, the Objective AOP17 is Not Applicable.			**-**

AOP18	**Runway Status Lights (RWSL)** ***Applicability and timescale: Local***	**%**	**Not Applicable**
	-		
No operational need.			**-**

ATC18	**Multi-Sector Planning En-route - 1P2T** ***Applicability and timescale: Local***	**100%**	**Completed**
	-		
The current system in Tel Aviv ACC has the capability for 1p 2e. However, it should be noted that the second Executive position is opened only during specific periods of time during each day			**31/12/2000**

ATC20	**Enhanced STCA with down-linked parameters via Mode S EHS** ***Applicability and timescale: Local***	**10%**	**Ongoing**
	-		
Functionality is planned to be included in the new ATM system expected for 12/2027. Project was planned for 2024 but delayed to 2027 due to COVID19 (budget issues).			**31/12/2027**

ENV02	**Airport Collaborative Environmental Management** ***Applicability and timescale: Local***	**100%**	**Completed**
	LLBG - Tel Aviv - Ben-Gurion Airport		
The formal working partnership arrangements are based on monthly meetings.			**-**

ENV03	Continuous Climb Operations (CCO) *Applicability and timescale: Local*	100%	Completed
LLBG - Tel Aviv - Ben-Gurion Airport			
completed as far as practicable taking into account to constraints of the air-space			-

6. Annexes

A. Specialists involved in the ATM implementation reporting for Israel

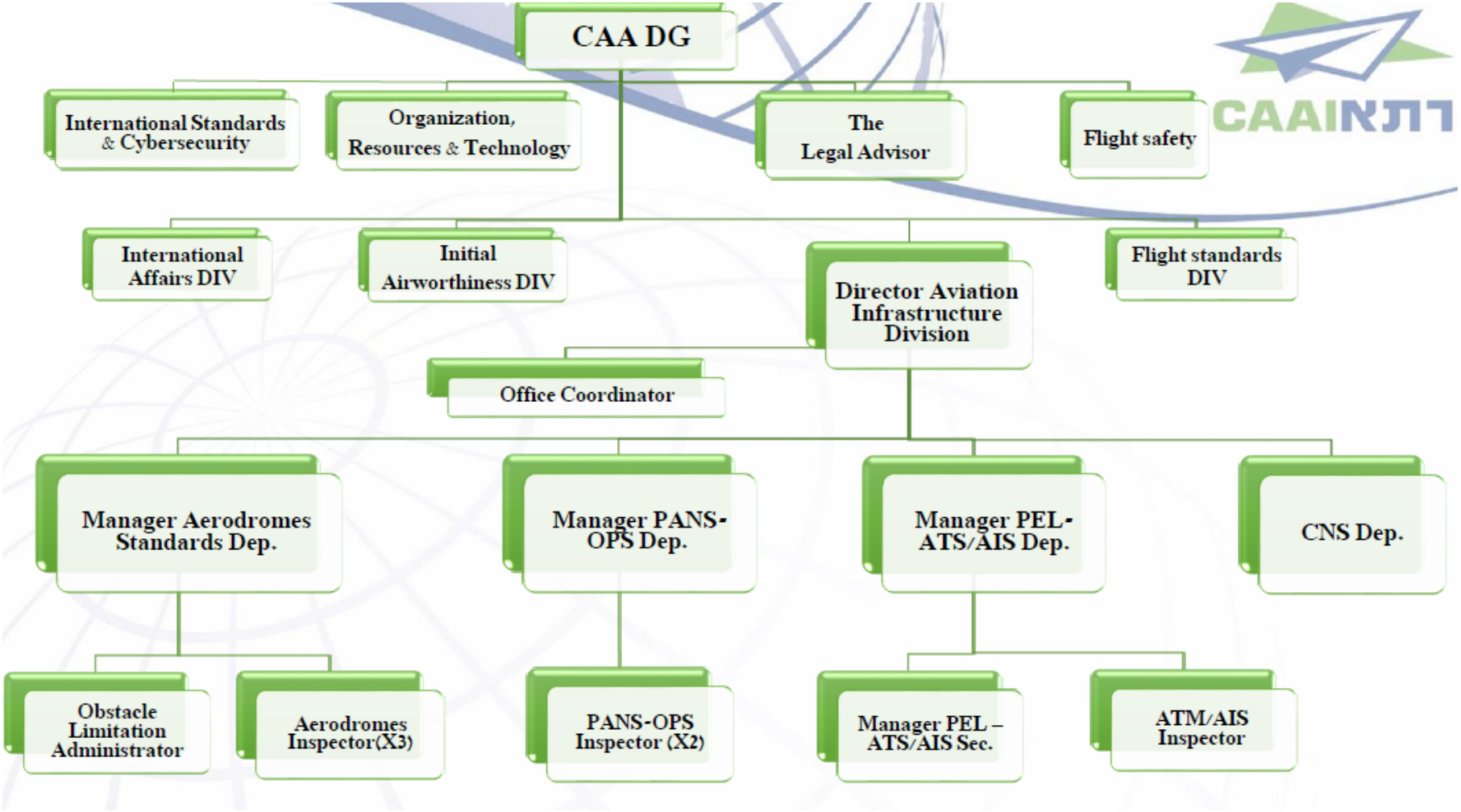
LSSIP Co-ordination

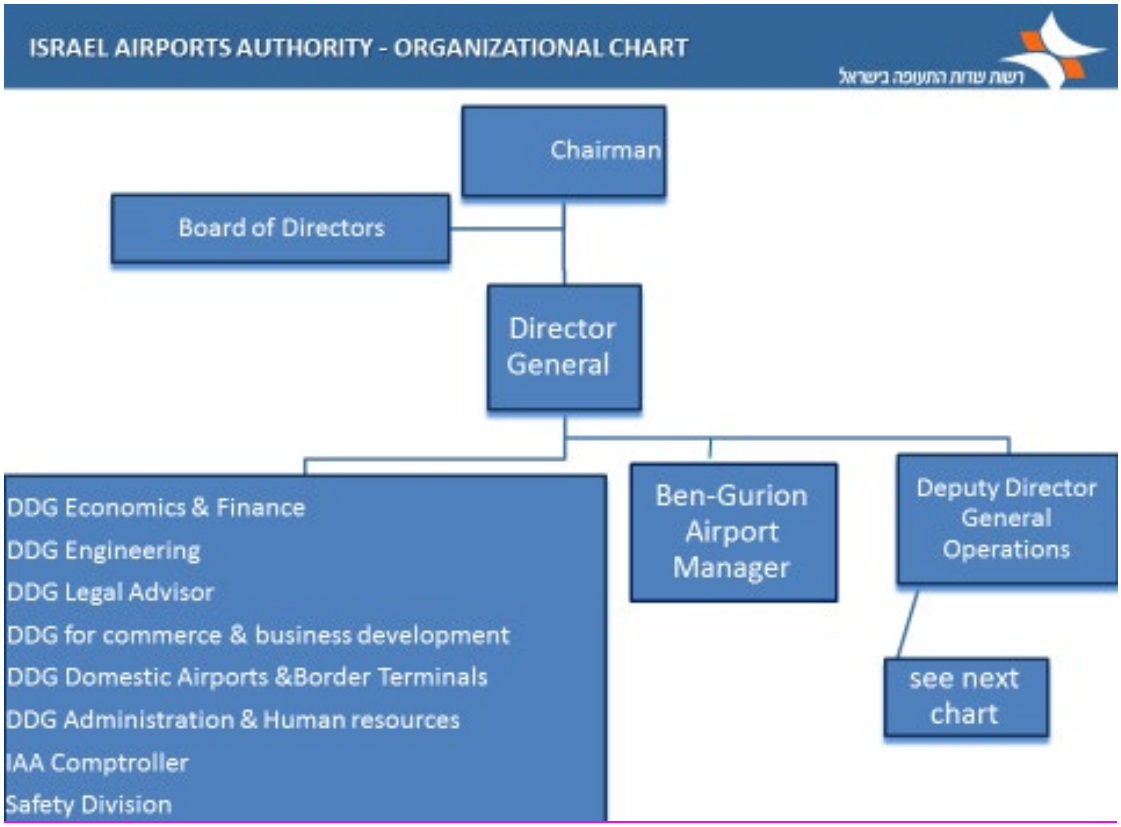
LSSIP Focal Points	Organisation	Name
LSSIP National Focal Point	CAA	Uriel HEINES
LSSIP Focal Point for NSA/CAA	CAA	Uriel HEINES
LSSIP Focal Point for ANSP	IAA	Asaf BEN-MICHAEL
LSSIP Focal Point for Airport	IAA	Jonathan BARLEV
LSSIP Focal Point for Military	IAF	Maj. Dan BENSOUSSAN

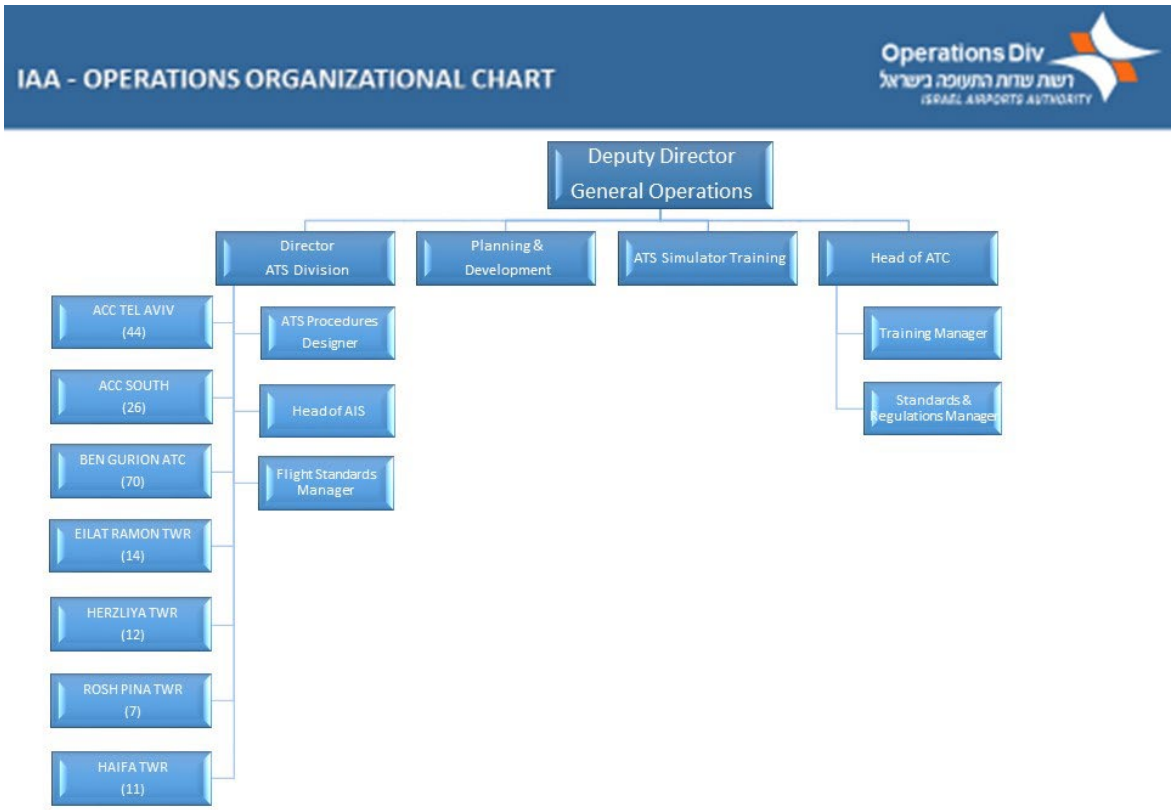
Other Focal Points	Organisation	Name
Focal Point for NETSYS	IAA	Erez GERTNER
Focal Point for SUR	CAA	Ron HOVAV

B. National stakeholders organisation charts

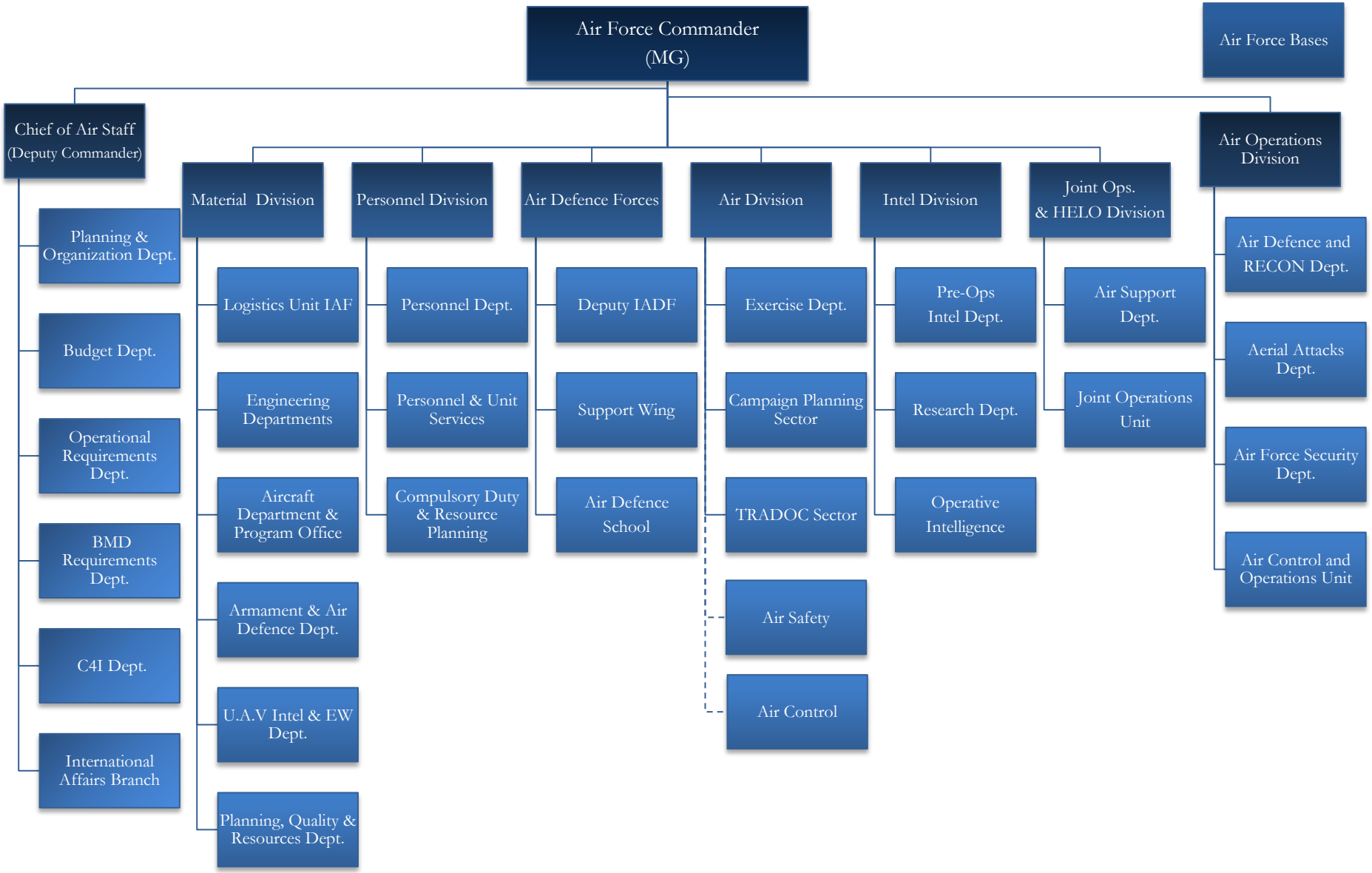
CAA Organisation Chart




ISRAEL AIRPORTS AUTHORITY - ORGANIZATIONAL CHART
רשות שדות התעופה בישראל
Chairman
Board of Directors
Director General
DDG Economics & Finance
DDG Engineering
DDG Legal Advisor
DDG for commerce & business development
DDG Domestic Airports &Border Terminals
DDG Administration & Human resources
IAA Comptroller
Safety Division
Ben-Gurion Airport Manager
Deputy Director General Operations
see next chart


IAA - OPERATIONS ORGANIZATIONAL CHART
Operations Div
רשות שדות התעופה בישראל
ISRAEL AIRPORTS AUTHORITY
Deputy Director General Operations
Director ATS Division
Planning & Development
ATS Simulator Training
Head of ATC
ACC TEL AVIV (44)
ACC SOUTH (26)
BEN GURION ATC (70)
EILAT RAMON TWR (14)
HERZLIYA TWR (12)
ROSH PINA TWR (7)
HAIFA TWR (11)
ATS Procedures Designer
Head of AIS
Flight Standards Manager
Training Manager
Standards & Regulations Manager

IAF Organisation chart



C. Implementation Objectives' links with other plans

The table below (extracted from the MPL3 Plan 2021) shows for each implementation objective, the mapping of the L3 implementation Objectives to the corresponding SESAR Essential Operational Changes, the SESAR Solutions, the Deployment Program families, the ICAO ASBU, the EASA EPAS, the Network Strategy Plan, the Airspace Architecture Study Transition Plan (AAS TP) Milestones and the SESAR Key Features.

EOC	Level 3 Implementation Objectives	SESAR Sol.	DP Family	ICAO ASBUs	EPAS	NSP	AAS TP	KF
CNS	ATC21 – Composite surveillance ADS-B/WAM	#114	-	ASUR-B0/1 ASUR-B0/2	RMT.0679 RMT.0519	SO8/3 SO8/4	AM-1.17	EAI
	COM10.1 – Migration from AFTN to AMHS (Basic service)	-	-	COMI B0/7	-	SO7/4	-	-
	COM10.2 – Extended AMHS	-	-	COMI B0/7	-	SO7/4	-	-
	COM11.1 – Voice over Internet Protocol (VoIP) in En-Route	-	-	COMI B2/1	-	SO8/4	AM-1.3	EAI
	COM11.2 – Voice over Internet Protocol (VoIP) in Airport/Terminal	-	-	COMI B2/1	-	SO8/4	-	EAI
	ITY-ACID – Aircraft identification	-	-	-	-	SO8/2	-	EAI
	ITY-AGDL – Initial ATC air-ground data link services	-	-	COMI B0/4 COMI B1/2	RMT.0524	SO4/1 SO8/3	AM-1.1	EAI
	ITY-AGVCS2 – 8.33 kHz Air-Ground Voice Channel Spacing below FL195	-	-	-	-	SO8/1	-	EAI
	NAV10 – RNP Approach Procedures to instrument RWY	#103	-	APTA B0/1 APTA B1/1 NAVS B0/2	RMT.0445 RMT.0643	SO6/5	-	AATS
	NAV11 – Precision Approach using GBAS CAT II/III based on GPS L1	#55	-	NAVS B1/1	RMT.0682 RMT.0379	-	-	HPAO
iN	AOM13.1 – Harmonise OAT and GAT handling	-	-	-	-	SO6/2	-	OANS
	AOP11.1 – Initial Airport Operations Plan	#21	2.2.1	ACDM-B1/1	-	SO6/2	-	HPAO
	AOP11.2 – Extended Airport Operations Plan	#21	2.2.2	ACDM-B1/1	-	SO5/2	-	HPAO
	AOP17 – Provision/integration of DPI to NMOC	#61	-	NOPS B0/4	-	-	-	HPAO

EOC	Level 3 Implementation Objectives	SESAR Sol.	DP Family	ICAO ASBUs	EPAS	NSP	AAS TP	KF
	COM12 – NewPENS	-	-	COMI B1/1	-	SO2/3 SO2/4 SO8/3 SO8/4	-	EAI
	FCM03 – Collaborative flight planning	-	-	NOPS B0/2	-	SO4/3	AM-1.14	OANS
	FCM04.2 – Enhanced Short Term ATFCM Measures	#17	4.1.1	NOPS B1/1	-	SO4/5	AM-1.11	OANS
	FCM06.1 – Automated Support for Traffic Complexity Assessment and Flight Planning interfaces	#19	4.3.1	NOPS B0/2, NOPS B1/4	-	SO4/3, SO4/5	AM-1.13	OANS
	FCM09 – Enhanced ATFM Slot swapping	#56	-	NOPS B1/7	-	SO6/1	-	OANS
	FCM10 – Interactive rolling NOP	#18 #20	4.2.1	NOPS B1/2	-	SO2/2 SO4/2 SO4/5	AM-1.9 AM-1.12	OANS
	FCM11.1 – Initial AOP/NOP Information Sharing	#20 #21	4.2.2	NOPS-B0/4	-	SO4/4 SO4/5 SO5/2	AM-1.12	OANS
	FCM11.2 – AOP/NOP integration	#18 #20 #21	4.4.1	NOPS-B1/3	-	SO4/4 SO4/5 SO5/2	AM-1.12	OANS
	INF10.2 – Stakeholders' SWIM PKI and cyber security	#46	5.2.1	SWIM-B2/3	RMT.0720	SO2/4	AM-1.5	EAI
	INF10.3 – Aeronautical Information Exchange - Airspace structure service	#46	5.3.1	-	-	SO2/4	AM-1.5	EAI
	INF10.4 – Aeronautical Information Exchange - Airspace availability service	#46	5.3.1	-	-	SO2/4	AM-1.5	EAI
	INF10.5 – Aeronautical Information Exchange - Airspace Reservation (ARES) service	#46	5.3.1	-	-	SO2/4	AM-1.5	EAI
	INF10.6 – Aeronautical Information Exchange - Digital NOTAM service	#34 #46	5.3.1	-	-	SO2/4	AM-1.5	EAI
	INF10.7 – Aeronautical Information Exchange - Aerodrome Mapping information exchange service	#34 #46	5.3.1	-	-	SO2/4	AM-1.5	EAI

EOC	Level 3 Implementation Objectives	SESAR Sol.	DP Family	ICAO ASBUs	EPAS	NSP	AAS TP	KF
	INF10.8 – Aeronautical Information Exchange - Aeronautical Information Features service	#34 #46	5.3.1	-	-	SO2/4	AM-1.5	EAI
	INF10.9 – Meteorological Information Exchange - Volcanic ash concentration service	#34 #35 #46	5.4.1	-	-	SO2/4	AM-1.5	EAI
	INF10.10 – Meteorological Information Exchange - Aerodrome Meteorological information Service	#34 #35 #46	5.4.1	-	-	SO2/4	AM-1.5	EAI
	INF10.11 – Meteorological Information Exchange - En-Route and Approach Meteorological information service	#34 #35 #46	5.4.1	-	-	SO2/4	AM-1.5	EAI
	INF10.12 – Meteorological Information Exchange - Network Manager Meteorological Information	#34 #35 #46	5.4.1	-	-	SO2/4	AM-1.5	EAI
	INF10.13 – Cooperative Network Information Exchange - ATFCM Tactical Updates Service	#46	5.5.1	-	-	SO2/4	AM-1.5	EAI
	INF10.14 – Cooperative Network Information Exchange - Flight Management Service	#46	5.5.1	-	-	SO2/4, SO5/2	AM-1.5	EAI
	INF10.15 – Cooperative Network Information Exchange - Measures Service	#46	5.5.1	-	-	SO2/4, SO4/5	AM-1.5	EAI
	INF10.16 – Cooperative Network Information Exchange - Short Term ATFCM Measures services	#46	5.5.1	-	-	SO2/4, SO4/5	AM-1.5	EAI
	INF10.17 – Cooperative Network Information Exchange - Counts service	#46	5.5.1	-	-	SO2/4	AM-1.5	EAI

EOC	Level 3 Implementation Objectives	SESAR Sol.	DP Family	ICAO ASBUs	EPAS	NSP	AAS TP	KF
	INF10.18 – Flight Information Exchange - Filing Service	#46	5.6.1	FICE-B2/2	-	SO2/4	AM-1.5	EAI
	INF10.19 – Flight Information Exchange - Flight Data Request Service	#46	5.6.1	FICE-B2/4	-	SO2/4	AM-1.5	EAI
	INF10.20 – Flight Information Exchange - Notification Service	#46	5.6.1	FICE-B2/5	-	SO2/4	AM-1.5	EAI
	INF10.21 – Flight Information Exchange - Publication Service	#46	5.6.1	FICE-B2/6	-	SO2/4	AM-1.5	EAI
	INF10.22 – Flight Information Exchange - Trial Service	#46	5.6.1	FICE-B2/3	-	SO2/4	AM-1.5	EAI
	INF10.23 – Flight Information Exchange - Extended AMAN SWIM Service	#46	5.6.1	DAIM-B2/1 SWIM-B3/1	-	SO2/4	AM-1.5	EAI
dS	INF07 – Electronic Terrain and Obstacle Data (e-TOD)	-	-	DAIM B1/3 DAIM B1/4	RMT.0703 RMT.0722	SO2/5	-	EAI
U-s	-	-	-	-	-	-	-	-
vS	AOP14 – Remote Tower Services	#12 #13 #52 #71	-	RATS B1/1	RMT.0624	SO6/5	-	HPAO
	AOP04.1 – A-SMGCS Surveillance (former Level 1)	#70	-	SURF B0/2	MST.0029	SO6/6	-	HPAO
	AOP04.2 – A-SMGCS RMCA (former Level 2)	-	-	SURF B0/3	MST.0029	SO6/6	-	HPAO
ATp	AOP05 – Airport CDM	-	-	ACDM B0/1 ACDM B0/2 NOPS B0/4	-	SO6/4	-	HPAO
	AOP10 – Time Based Separation	#64	-	WAKE B2/7	-	SO6/5	-	HPAO
	AOP12.1 – Airport Safety Nets	#02	2.3.1	SURF B1/3	MST.0029	SP6/6	-	HPAO
	AOP13 – Automated assistance to Controller for Surface Movement planning and routing	#22 #53	-	SURF B1/4	MST.0029	SO6/6	-	HPAO

EOC	Level 3 Implementation Objectives	SESAR Sol.	DP Family	ICAO ASBUs	EPAS	NSP	AAS TP	KF
	AOP15 – Safety Nets for vehicle drivers	#04	-	SURF B2/2	MST.0029	-	-	HPAO
	AOP16 – Guidance assistance through airfield lighting	#47	-	SURF B1/1	MST.0029	-	-	HPAO
	AOP18 – Runway Status Lights	#01	-	-	MST.0029	-	-	HPAO
	AOP19 – Departure Management Synchronised with Pre-departure sequencing	#53 #106	2.1.1	RSEQ-B0/2	-		-	HPAO
	AOP20 – Wake Turbulence Separations for Departures based on Static Aircraft Characteristics (S-PWS-D)	PJ.02-01-06	-	WAKE-B2/4	RMT.0476		-	HPAO
	AOP21 – Wake Turbulence Separations for Arrivals based on Static Aircraft Characteristics (S-PWS-A)	PJ.02-01-04	-	WAKE-B2/4	RMT.0476		-	HPAO
	AOP22 – Minimum pair separations based on SRP	PJ.02-03	-	-	-		-	HPAO
	AOP23 – Integrated runway sequence for full traffic optimization on single and multiple runway airports	PJ.02-08-01	-	RSEQ – B2/1	-		-	HPAO
	AOP24 – Optimised use of runway configuration for multiple runway airports	PJ.02-08-02	-	RSEQ-B3/3	-		-	HPAO
	ATC07.1 – Arrival management tools	-	-	RSEQ B0/1	-	SO4/1	-	AATS
	ATC19 – Enhanced AMAN-DMAN integration	#54	1.2.1	RSEQ B2/1	-	SO6/5 SO4/1	-	AATS
	ENV01 – Continuous Descent Operations	#11	-	APTA B0/4 APTA-B1/4	-	SO6/5	-	AATS
	ENV02 – Airport Collaborative Environmental Management	-	-	-	-	-	-	HPAO
	ENV03 – Continuous Climb Operations	-	-	APTA B0/5 APTA-B1/5	-	SO6/5	-	AATS

EOC	Level 3 Implementation Objectives	SESAR Sol.	DP Family	ICAO ASBUs	EPAS	NSP	AAS TP	KF
	NAV03.1 – RNAV1 in TMA Operations	#62	-	APTA B0/2	RMT.0445	SO6/5	-	AATS
	NAV03.2 – RNP1 in TMA Operations	#09, #51	-	APTA B1/2	RMT.0445	SO6/5	-	AATS
	SAF11 – Improve runway safety by preventing runway excursions	-	-	-	MST.0028 RMT.0570 RMT.0703	-	-	HPAO
dA	AOM19.4 – Management of Pre-defined Airspace Configurations	#31 #66	3.1.2	NOPS B1/6 FRTO B1/4	-	SO3/2 SO3/3	AM-1.10 AM-1.8-	OANS
	AOM19.5 – ASM and A-FUA	#31 #66	3.1.1	NOPS B1/5, NOPS B0/1, FRTO B1/3, FRTO B0/2	-	SO3/2, SO3/3	AM-1.10 AM-1.8	OANS
	AOM21.2 – Initial Free Route Airspace	#32 #33 #66	3.2.1	FRTO B1/1	-	SO3/1 SO3/4	AM-1.10 AM-5.1	AATS
	AOM21.3 – Enhanced Free Route Airspace Operations	PJ.06-01	3.2.2	FRTO B2/3	-	SO3/1 SO3/4	AM-1.6 AM-1.7	AATS
	ATC12.1 – MONA, TCT and MTCD	#27 #104	3.2.1	FRTO B0/4 FRTO B1/5	-	SO3/1 SO4/1	AM-1.15 AM-5.1	AATS
	ATC15.1 – Initial Extension of AMAN to En-route	-	-	-	-	SO4/1	-	AATS
	ATC15.2 – Arrival Management Extended to En-route Airspace	#05	1.1.1	RSEQ B1/1 NOPS B1/8	-	SO4/1	AM-1.3	AATS
	ATC18 – Multi Sector Planning En-route – 1P2T	#63	-	FRTO B1/6	-	SO4/1	AM-4.3 AM-5.1	AATS
	ITY-FMTP – Apply a common flight message transfer protocol (FMTP)	-	-	-	-	SO8/3	AM-1.3	EAI
TBO	ATC02.8 – Ground based safety nets	-	3.2.1	SNET B0/1 SNET B0/2 SNET B0/3 SNET B0/4	-	SO4/1	-	AATS
	ATC20 – Enhanced STCA with DAP via Mode S EHS	#69	-	SNET B1/1	MST.0030	SO7/2	-	AATS
	ATC22 – Initial Air-Ground Trajectory	#115	6.1.1	-	RMT.0682	SO4/5	AM-1.2	EAI

EOC	Level 3 Implementation Objectives	SESAR Sol.	DP Family	ICAO ASBUs	EPAS	NSP	AAS TP	KF
	Information Sharing (Airborne Domain)							
	ATC23 – Initial Air-Ground Trajectory Information Sharing (Ground Domain)	#115 PJ.18-06b1	6.1.2	-	RMT.0682	SO4/5	AM-1.2	EAI
	ATC24 – Network Manager Trajectory Information Enhancement	PJ.18-06b1	6.2.1	-	RMT.0682	SO4/5	-	EAI
	ATC25 – Initial Trajectory Information Sharing ground distribution	#115	6.3.1	-	MST.0031		AM-1.2	EAI
M3	NAV12 – ATS IFR Routes for Rotorcraft Operations	#113	-	APTA B0/6	MST.0031	SO6/5	-	AATS

D. SESAR Solutions implemented in a voluntary way[7]

This annex is considered as not applicable for Israel.

[7] Referred as 'Non-committed' SESAR solutions in the MP L3 Report.

E. Surveillance (SUR)

This Annex is not published in the LSSIP Document, but is available in the LSSIP Tool, which can be made available upon request to Focal Point and/or Contact Person

F. Glossary of abbreviations

This Annex mainly shows the abbreviations that are specific to the LSSIP Document for Israel.

Other general abbreviations are in the Acronyms and Abbreviations document in:

https://www.eurocontrol.int/airial/

Term	Description
ANL	Air Navigation Law
ANR	Air Navigation Regulations
CAA	Civil Aviation of Israel
DGCAA	The CAAI Director General
IAA	Israel Airports Authority
IAF	Israeli Air Force
IDF	Israel Defence Forces