



الطيران المدني
Civil Aviation
دولة الكويت - State of Kuwait

Kuwait Civil Aviation Safety Regulations

KCASR 8 - AIRWORTHINESS OF AIRCRAFT AND CONTINUOUS AIRWORTHINESS

PART 21 CERTIFICATION OF AIRCRAFT, PARTS & APPLIANCES

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Amendment Record

Amendment No	Date of Issue	Remarks
1	June 2018	NSRA 2018-106 and Part Rename
2	Dec 2019	NPA 2019-43 (Form Numbers)

<i>Kuwait Civil Aviation Safety Regulations</i>		<i>KCASR 8 –Airworthiness of Aircraft & Continuous Airworthiness</i>
		<i>Part 21 Certification Of Aircraft, Parts & Appliances</i>

Control of this Document

DC.1 Introduction

DC.1.1 Pursuant to Law No (30) of the year 1960 and subsequent Ministerial Decisions No (3) of the year 1986, No (18) of the year 1990, and No (3) of the year 1996, based upon that Law, the President of the Kuwait Directorate General of Civil Aviation is empowered to adopt and amend Kuwait Civil Aviation Safety Regulations. In accordance herewith, the following Regulation is hereby established for compliance by all persons concerned. This regulation shall be known as KCASR 8 Part 21 Certification of Aircraft, Parts and Appliances and any reference to this title shall mean referring to these regulations governing the basic requirements to be met for civil aviation in the State of Kuwait.

DC.2 Authority for this Regulation

DC.2.1 This KCASR 8 Part 21 Certification of Aircraft, Parts and Appliances is issued on the authority of the President of the Kuwait Directorate General of Civil Aviation.

DC.3 Applicability

DC.3.1 This KCASR 8 Part 21 Certification of Aircraft, Parts and Appliances is applicable to the aviation industry of the State of Kuwait.

DC.4 Scope

DC.4.1 KCASR 8 Airworthiness of Aircraft and Continuous Airworthiness contains the basic requirements to be met for civil aviation in the State of Kuwait, and shows compliance ICAO Standards and Recommended Practices (SARPs), reflected in the 19 Annexes to the Chicago Convention. The regulations in KCASR 8 are separated into the following parts with cross references between parts where applicable.

- **Part 21 Certification of Aircraft, Parts and Appliances**
- Part M: Continuing Airworthiness Requirements
- Part 145: Maintenance Organisations Approvals
- Part GEN-AIR (General Requirements for Airworthiness)

DC.5 Definitions

DC.5.1 Terms not defined shall have the meaning given to them in the relevant legal instruments or international legal instruments in which they appear, especially as they appear in the Convention and its Annexes.

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		<i>Part 21 Certification Of Aircraft, Parts & Appliances</i>

Section A – Technical Requirements

Subpart A - General

21.1 Purpose

- (a) This KCASR 8 Part 21 provides requirements governing the issue of a Type Acceptance Certificate, Certificate of Airworthiness, Permit to Fly and Export Certificate of Airworthiness. It also covers the requirements for the issue of documents for the design, certification, modification and repair of aircraft, aircraft engines, propellers, components, and appliances to permit their use in aircraft registered in the State of Kuwait and including documentation for the export of such aircraft.
- (b) The State of Kuwait does not have design and manufacturing of aircraft, engines and parts and therefore adopts the applicable airworthiness codes of the state of design taking into consideration all the differences reported to ICAO by those States.
- (c) The regulations also permit the Kuwait DGCA to issue and publish guidance in respect of the operation and safety of aircraft and the safety of persons and property carried therein. The requirements are the means by which the operator or approved organisation will be able to satisfy the Kuwait DGCA as to the fulfilment of its obligations in respect of the operation and maintenance of an aircraft or their entitlement to hold a certificate, licence or approval or the entitlement of the holder to hold and exercise the privileges of a certificate, licence or approval.
- (d) The issue of a licence, certificate or approval indicates only that the holder is considered competent to secure the safe operation or maintenance of aircraft. The possession of a certificate or permit does not relieve the operator, owner of an aircraft or the pilot-in-command from the responsibility for compliance with the KCASRs and any other legislation in force. Neither does it relieve them of their responsibility for the safe conduct of any particular flight, as the ultimate responsibility for the safety of flight operations always rests with the operator and the pilot-in-command.
- (e) Other KCASR Parts may impinge upon activities conducted under this Part. A full list of KCASRs, a description of the legislative structure and the place of requirements and circulars within it can be viewed on the Kuwait DGCA website. www.dgca.gov.kw

21.3 Definitions

When the following terms are used in the requirements for the airworthiness of aircraft, they have the following meanings:

Aeroplane A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Aircraft Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Airworthy The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation.

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Anticipated operating conditions. Those conditions which are known from experience or which can be reasonably envisaged to occur during the operational life of the aircraft taking into account the operations for which the aircraft is made eligible, the conditions so considered being relative to the meteorological state of the atmosphere, to the configuration of terrain, to the functioning of the aircraft, to the efficiency of personnel and to all the factors affecting safety in flight. Anticipated operating conditions do not include:

- (a) Those extremes which can be effectively avoided by means of operating procedures; and
- (b) Those extremes which occur so infrequently that to require the standards to be met in such extremes would give a higher level of airworthiness than experience has shown to be necessary and practical.

Appropriate airworthiness requirements. The comprehensive and detailed airworthiness codes established, adopted or accepted by a contracting ICAO state for the class of aircraft, engine or propeller under consideration.

Approved. Accepted by Kuwait DGCA as suitable for a particular purpose.

Category A. With respect to helicopters, means a multi-engine helicopter designed with engine and system isolation features and capable of operations using take-off and landing data scheduled under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off.

Category B. With respect to helicopters, means a single-engine or multi-engine helicopter which does not meet category A standards. category B helicopters have no guaranteed capability to continue safe flight in the event of an engine failure, and a forced landing is assumed.

Configuration (as applied to the aeroplane). A particular combination of the positions of the moveable elements, such as wing flaps and landing gear, etc., that affects the aerodynamic characteristics of the aeroplane.

Continuing airworthiness. The set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.

Critical engine(s). Any engine whose failure gives the most adverse effect on the aircraft characteristics relative to the case under consideration.

Note: On some aircraft there may be more than one equally critical engine. In this case, the expression "the critical engine" means one of those critical engines.

Design landing mass. The maximum mass of the aircraft at which, for structural design purposes, it is assumed that it will be planned to land.

Design take-off mass. The maximum mass at which the aircraft, for structural design purposes, is assumed to be planned to be at the start of the take-off run.

Design taxiing mass. The maximum mass of the aircraft at which structural provision is made for load liable to occur during use of the aircraft on the ground prior to the start of take-off.

Discrete source damage. Structural damage of the aeroplane that is likely to result from: impact with a bird, uncontained fan blade failure, uncontained engine failure, uncontained high-energy rotating machinery failure or similar causes.

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Engine. A unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller/rotors (if applicable).

Factor of safety. A design factor used to provide for the possibility of loads greater than those assumed, and for uncertainties in design and fabrication.

Final approach and take-off area (FATO). A defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take-off manoeuvre is commenced. Where the FATO is to be used by performance class 1 helicopters, the defined area includes the rejected take-off area available.

Fireproof. The capability to withstand the application of heat by a flame for a period of 15 minutes.

Note: The characteristics of an acceptable flame can be found in ISO 2685.

Fire resistant. The capability to withstand the application of heat by a flame for a period of 5 minutes.

Note: The characteristics of an acceptable flame can be found in ISO 2685.

Helicopter. A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

Human factors principles. Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.

Human performance. Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

Landing surface. That part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft landing in a particular direction.

Limit loads. The maximum loads assumed to occur in the anticipated operating conditions.

Load factor. The ratio of a specified load to the weight of the aircraft, the former being expressed in terms of aerodynamic forces, inertia forces, or ground reactions.

Maintenance. The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.

Organization responsible for the type design. The organization that holds the type certificate, or equivalent document, for an aircraft, engine or propeller type, issued by a Contracting State.

Performance Class 1 helicopter. A helicopter with performance such that, in case of engine failure, it is able to land on the rejected take-off area or safely continue the flight to an appropriate landing area.

Performance Class 2 helicopter. A helicopter with performance such that, in case of engine failure, it is able to safely continue the flight, except when the failure occurs prior to a defined point after take-off or after a defined point before landing, in which cases a forced landing may be required.

Performance Class 3 helicopter. A helicopter with performance such that, in case of engine failure at any point in the flight profile, a forced landing must be performed.

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Powerplant. The system consisting of all the engines, drive system components (if applicable), and propellers (if installed), their accessories, ancillary parts, and fuel and oil systems installed on an aircraft but excluding the rotors for a helicopter.

Pressure-altitude. An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the standard atmosphere.

Rendering (a Certificate of Airworthiness) valid. The action taken by a contracting state, as an alternative to issuing its own Certificate of Airworthiness, in accepting a Certificate of Airworthiness issued by any other contracting state as the equivalent of its own Certificate of Airworthiness.

Repair. The restoration of an aeronautical product to an airworthy condition to ensure that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the issuance of the Type Certificate for the respective aircraft type, after it has been damaged or subjected to wear.

Safety management system. A systematic approach to managing safety, including the necessary organisational structures, accountabilities, policies and procedures.

Satisfactory evidence. A set of documents or activities that a contracting state accepts as sufficient to show compliance with an airworthiness requirement.

Standard atmosphere. An atmosphere defined as follows:

- (a) The air is a perfect dry gas;
- (b) The physical constants are:
 - (1) Sea level means molar mass:
 $M_0 = 28.964420 \times 10^{-3} \text{ kg mol}^{-1}$
 - (2) Sea level atmospheric pressure:
 $P_0 = 1013.250 \text{ hPa}$
 - (3) Sea level temperature:
 $T_0 = 15^\circ\text{C}$
 $T_0 = 288.15 \text{ K}$
 - (4) Sea level atmospheric density:
 $\rho_0 = 1.2250 \text{ kg m}^{-3}$
 - (5) Temperature of the ice point:
 $T_i = 273.15 \text{ K}$
 - (6) Universal gas constant:
 $R^* = 8.31432 \text{ J K}^{-1} \text{ mol}^{-1}$

Table 1. Temperature gradients

Geopotential Altitude (km)		Temperature Gradient (Kelvin per Standard geopotential Km)
From	To	
-5.0	11.0	-6.5
11.0	20.0	0.0
20.0	32.0	+1.0
32.0	47.0	+2.8
47.0	51.0	0.0
51.0	71.0	-2.8
71.0	80.0	-2.0

Note. The standard geopotential metre has the value $9.80665 \text{ m}^2 \text{ s}^{-2}$.

Note. See ICAO Doc 7488 for the relationship between the variables and for tables giving the corresponding values of temperature, pressure, density and geopotential.

Note. ICAO Doc 7488 also gives the specific weight, dynamic viscosity, kinematic viscosity and speed of sound at various altitudes.

State of design. The state having jurisdiction over the organisation responsible for the Type Design.

State of Manufacture. The State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller.

State of Registry. The state on whose register the aircraft is entered.

Note: In the case of the registration of aircraft of an international operating agency on other than a national basis, the states constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a state of registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International Air Transport (ICAO Doc 9587).

State safety programme. An integrated set of regulations and activities aimed at improving safety.

Take-off surface. That part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft taking off in a particular direction.

Type Acceptance Certificate. A document issued by the Kuwait DGCA indicating acceptance of a Type Design standard issued by a contracting state as a prerequisite to the issuance of a Certificate of Airworthiness.

Type Certificate. A document issued by a Contracting State to define the design of an aircraft engine or propeller type and to certify that this design meets the appropriate airworthiness requirements of that State.

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Type design. The set of data and information necessary to define an aircraft, engine or propeller type for the purpose of airworthiness determination. **Ultimate load.** The limit load multiplied by the appropriate factor of safety.

21.5 State of Registry responsibilities

- (a) The owner, or where it is leased, the lessee of an aircraft registered in the State of Kuwait shall notify the Kuwait DGCA within 72 hours of any known unsafe condition.
- (b) If it is found through service experience that changes to the Type Certificate or the Type Acceptance Certificate will contribute to the safety of the aircraft, the Kuwait DGCA will notify the State of Type Design for the aircraft; and
 - (1) upon receipt of an associated report from the State of Type Design make any appropriate changes to the Type Acceptance Certificate; and
 - (2) upon approval of any design change or inspection requirement by the State of Type Design, promulgate as a mandatory requirement data covering the change to all operators of the aircraft on the State of Kuwait register.



Subpart B - Type Acceptance Certificates

21.11 Purpose

This Subpart details requirements governing the issue of a Type Acceptance Certificate Report for complete aircraft. The report (DGCA Form 1279, See Appendix I) granted by the Kuwait DGCA confirms specific Type Design acceptance to the Type Certificate holder and is a prerequisite for the issue of a Certificate of Airworthiness for an aircraft registered in the State of Kuwait.

21.13 Applicability

Unless otherwise stated the airworthiness standards prescribed in this Subpart apply to all aircraft with certificates of airworthiness issued by the Kuwait DGCA.

21.15 Application for a certificate

An applicant for the grant of a Type Acceptance Certificate Report for an aircraft type shall apply to the Kuwait DGCA in a form and manner acceptable to the Kuwait DGCA, providing the following information:

- (a) the name and address of the applicant; and
- (b) full details of the aircraft and Type Certificate for which acceptance is required; and
- (c) any other information required by this Subpart.

21.17 Issue of certificates

- (a) A Type Acceptance Certificate Report for an aircraft type may be issued if:
 - (1) the applicant demonstrates compliance with the applicable certification requirements in paragraph 21.23 and paragraph 21.25 in a manner acceptable to the Kuwait DGCA; and
 - (2) the granting of the certificate is not contrary to the interests of aviation safety.
- (b) A Type Acceptance Certificate Report may be granted to an aircraft type, model or series or to a limited range of serial numbers of an aircraft.

21.19 Airworthiness conditions

- (a) It is a condition of type acceptance that the additional continued airworthiness instructions issued by the State of Type Design to improve the airworthiness of the aircraft shall be complied with.
- (b) Additional special conditions for the aircraft may be prescribed to establish a level of safety equivalent to the airworthiness design standards specified contain adequate or appropriate safety levels because:
 - (1) the aircraft has novel or unusual design features relative to the design practices on which the applicable airworthiness design standards are based; or
 - (2) the intended use of the aircraft is unconventional.

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21.21 Duration of Type Acceptance Certificate Report

A Type Acceptance Certificate Report shall remain in force until it is suspended or revoked provided that:

- (a) The foreign Type Design Type Certificate issued by a competent authority identified in compliance with paragraph 21.25(a)(1) and referenced on the Type Acceptance Certificate remains valid; and
- (b) The Type Certificate holder continues to supply information to the Kuwait DGCA to support continued airworthiness of the aircraft covered by the Type Acceptance Certificate.

21.23 Type acceptance airworthiness requirements

An applicant for the grant of a Type Acceptance Certificate Report for an aircraft type shall provide the Kuwait DGCA with evidence that:

- (a) The aircraft type meets the applicable airworthiness design standards effective at the date assigned in the foreign Type Certificate, or equivalent document, unless another date is specified by the Kuwait DGCA; and
- (b) The aircraft type meets any special conditions imposed under the foreign Type Certification or prescribed by the Kuwait DGCA under paragraph 21.19(b); or
- (c) Any airworthiness requirements not complied with under paragraph (a) or (b) are compensated for by factors providing an equivalent level of safety; and
- (d) No feature or characteristic of the aircraft type makes it unsafe for its intended use.

21.25 Type acceptance data requirements

- (a) An applicant for the grant of a Type Acceptance Certificate Report for an aircraft type shall provide the Kuwait DGCA with evidence that:
 - (1) the Type Design has been approved by the Federal Aviation Administration (FAA) of the United States, or the European Aviation Safety Agency (EASA), Transport Canada, ANAC Brazil or another competent authority acceptable to the Kuwait DGCA, by the issue of a Type Certificate; and
 - (2) the Type Certificate is currently considered valid by the issuing State's airworthiness authority; and
 - (3) the aircraft complies with the noise and environmental standard of KCASR 8 Part 21 Subpart I.
- (b) The applicant shall make available to the Kuwait DGCA on request:
 - (1) the maintenance manual, MPD or instructions for continued airworthiness for the aircraft; and
 - (2) all service information and its amendments issued by the Type Certificate holder of the aircraft, aircraft engine and propeller; and
 - (3) the aircraft flight manual (AFM/RFM), MMEL, CDL and any applicable weight balance manual; and

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(4) any other applicable operational certification data.

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Subpart C – Not Applicable

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Subpart D - Design Changes

21.71 Purpose

- (a) This subpart details the requirements for the approval of major and minor design changes and repairs.
- (b) The approval of design changes by the Kuwait DGCA is based largely on the acceptance and approval for installation of an existing design change approved by one of the competent authorities specified in KCASR 8 Part 21, Subpart B, paragraph 21.25(a)(1).

21.73 Major design changes

- (a) A major design change is one that has an appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, noise, fuel venting, exhaust emission, operational suitability data or other characteristics affecting the airworthiness of the product. All other changes are minor changes under this subpart.
- (b) Except as specified in paragraphs 21.79 and 21.81, design changes and repairs that are classified as major require approval by the Kuwait DGCA.
- (c) The approval in paragraph 21.73(b) shall be dependent upon the applicant demonstrating to the satisfaction of the Kuwait DGCA that the design change has been approved by a competent authority specified in paragraph 21.25(a)(1) to the applicable Type Certification standards identified on the Type Acceptance Certificate for the aircraft.
- (d) The applicant for approval shall ensure that:
 - (1) there is sufficient technical evidence to demonstrate that the approval standard complies with the Type Acceptance Certificate against which the Certificate of Airworthiness was granted; and
 - (2) there is appropriate approval documentation for the design change from the applicable competent authority identified in paragraph 21.25(a)(1); and
 - (3) there is sufficient technical evidence of the applicability of the design change to the aircraft; and
 - (4) there is sufficient technical evidence of interoperability and compatibility with the existing Type Design and repair status of the aircraft; and
 - (5) there is a statement of compliance with the requirements of ICAO Annex 16 in respect of the design change; and
 - (6) continued airworthiness information for design changes and repairs is available and integrated into the appropriate maintenance programme.
- (e) Except as provided for in paragraphs 21.79 and 21.81, approval of the design change is signified by the issue of an approval document by the Kuwait DGCA.

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21.75 Minor design changes

- (a) Except as specified in paragraphs 21.79 and 21.81, design changes that are classified as minor require approval by the Kuwait DGCA.
- (b) The applicant for approval of a minor design change shall provide, to the satisfaction of the Kuwait DGCA, evidence that:
 - (1) the design change is approved by an organisation approved by a competent authority identified in paragraph 21.25(a)(1); or
 - (2) the design change has been accepted or approved in accordance with the respective procedures of a competent authority identified in paragraph 21.25(a) (1); or
 - (3) the design change is approved by an organisation approved by a competent authority other than an competent authority identified in paragraph 21.25(a)(1) that has entered into a bilateral arrangement with an competent authority identified in 21.25(a)(1) provided that the bilateral arrangement covers such matters, including the applicable Type Certificate standard.
- (c) The applicant for approval shall ensure that:
 - (1) there is sufficient technical evidence of interoperability and compatibility with the existing Type Design and repair status of the aircraft; and
 - (2) continued airworthiness information for design changes and repairs are available and integrated into the appropriate maintenance programme.
- (d) Approval of the minor design change will be signified by the issue of an approval document by the Kuwait DGCA except:
 - (1) as provided for in paragraphs 21.79 and 21.81; or
 - (2) where the design change was performed by an organisation suitably approved by an competent authority identified in paragraph 21.25(a)(1) and is approved in accordance with a minor design change approval process agreed with the Kuwait DGCA.

21.77 Continued airworthiness responsibilities

- (a) The organisation under which the statement of compliance for a design change was issued shall undertake the continued airworthiness responsibilities required in respect of the change.
- (b) Any issues of continued airworthiness including those initiated by a design change approved under this Subpart shall be reported to the Kuwait DGCA and the organisation responsible for the design.

21.79 Acceptance of design changes by the issue of a Certificate of Airworthiness

- (a) When an aircraft is first transferred to the State of Kuwait register, the individual approval of each design change embodied on that aircraft is not required. All such

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design changes may therefore be accepted by the issue of a Certificate of Airworthiness for that aircraft provided that:

- (1) the design change is recorded in the maintenance records for the aircraft at the time of initial issue of the Certificate of Airworthiness; and
 - (2) there is evidence that the design change meets the applicable airworthiness requirements; and
 - (3) the transfer document or Certificate of Airworthiness for Export encompasses all such design changes incorporated on the aircraft.
- (b) Acceptance of a design change under paragraph 21.79(a) applies only to the change embodied on the individual aircraft for which the Certificate of Airworthiness has been issued.

21.81 Service bulletins

A design change covered by the issue of a Service Bulletin or equivalent document issued by the Type Certificate Holder (e.g. Boeing, Airbus) is deemed to be approved by the Kuwait DGCA without the need for a formal approval document to be issued provided that:

- (a) The design change is approved by an competent authority specified in paragraph 21.25(a)(1) to the applicable Type Certification standards identified on the Type Acceptance Certificate for the aircraft; and
- (b) There is sufficient technical evidence of interoperability and compatibility with the existing Type Design and repair status of the aircraft; and
- (c) Continued airworthiness information for design changes and repairs is available and integrated into the appropriate maintenance programme.

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Subpart E – Supplemental Type Certificates

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Subpart F – Production Without Production Organisation Approval

Reserved

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Subpart G - Production Organisation Approval

Not applicable



Subpart H - Certificates of Airworthiness

21.171 Purpose

This Subpart details requirements governing the issue of Certificates of Airworthiness for aircraft.

A Certificate of Airworthiness is valid for twelve months from the date of issue. It is renewed following the submission of an Airworthiness Review Report (ARR) (DGCA Form 1290) by:

- (a) A continuing airworthiness management organisation approved in accordance with KCASR 8 Part M, Subpart G; or
- (b) The Airworthiness Review and the Report being performed and prepared by the Kuwait DGCA.

21.173 Certification standard

- (a) Certificates of Airworthiness issued under this Subpart are based on the airworthiness standards of the applicable Type Acceptance Certificate.
- (b) A Certificate of Airworthiness issued under this Subpart may contain operating conditions and limitations.
- (c) An Aircraft Flight Manual approved by the State of Type Certification is associated with and forms part of the Certificate of Airworthiness.

21.175 Application for a Certificate of Airworthiness

- (a) The application for the grant of a Certificate of Airworthiness shall be made to the Kuwait DGCA in a form and manner acceptable to the Kuwait DGCA. The applicant shall provide evidence that:
 - (1) the aircraft conforms to an applicable Type Acceptance Certificate issued under Subpart B; and
 - (2) each design change and repair to the aircraft conforms to design changes as required by Subpart D; and
 - (3) the aircraft complies with any applicable airworthiness directives required to be complied with under KCASR 8 Part M, Subpart C; and
 - (4) the aircraft is issued with the appropriate flight manual that is current for the type and model and which includes limitations, identifies any required placards, supplements and appendices as required by the aircraft design standard; and
 - (5) the aircraft's maintenance and continued airworthiness records are complete and up-to-date and maintained in accordance with KCASR 8 Part 145 and KCASR 8 Part M Subpart D; and
 - (6) either:
 - (i) a valid Export Certificate of Airworthiness, Statement of Conformity, or equivalent document has been issued by a competent authority specified in paragraph 21.25(a)(1); or

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- (ii) a valid Export Certificate of Airworthiness or equivalent document has been issued by an competent authority, other than one identified in paragraph 21.25(a)(1), listing any deviations from the FAA, Transport Canada, EASA, ANAC Brazil or other acceptable competent authority TC standard as applicable together with the verification of compliance with the applicable TC Standard by an accepted approved organisation or person. An Aircraft Airworthiness Review may also be required in accordance with paragraph 21.175(b); and
- (7) the aircraft is appropriately registered in the State of Kuwait and displays nationality and registration marks in accordance with KCASR 7; and
- (8) the aircraft and its components are identified by the means specified in the Type Design standards or are acceptable to the Kuwait DGCA; and
- (9) the aircraft has undergone a maintenance inspection, acceptable to the Kuwait DGCA; that is based on:
 - (i) a routine inspection in accordance with the manufacturer’s maintenance programme; or
 - (ii) a scheduled inspection in accordance with the maintenance programme of an air transport operator certified by an ICAO contracting State; or
 - (iii) an equivalent inspection acceptable to the Kuwait DGCA; and
 - (iv) a bridging check to a maintenance programme approved by the Kuwait DGCA and accomplished in a manner acceptable to the Kuwait DGCA; and
- (10) the aircraft is, or has been, weighed for Certificate of Airworthiness issue in a manner and thereafter at intervals prescribed in KCASR 6 Part CAT.POL.MAB.100 Mass and Balance, loading; and
- (11) any check flight prescribed by the Kuwait DGCA is undertaken and evaluated for acceptability.
- (b) The Kuwait DGCA may require an aircraft Airworthiness Review to determine the aircraft’s build, modification and repair standard to be conducted by an appropriately approved KCASR 8 Part M Subpart G organisation, the Kuwait DGCA, or an organisation having an appropriate approval granted by a competent authority identified in paragraph 21.25(a)(1).
- (c) The aircraft shall be made available and the records presented for inspection at a location or locations acceptable to the Kuwait DGCA. A prescribed airworthiness status report acceptable to the Kuwait DGCA be completed and presented by an organisation as per paragraph 21.175 (b).

21.179 Issue of Certificate of Airworthiness

- (a) An applicant is entitled to a Certificate of Airworthiness (DGCA Form 25, See Appendix II) for an aircraft when the Kuwait DGCA is satisfied that:
 - (1) the applicant has demonstrated that the aircraft complies with the relevant Type Acceptance Certificate; and

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- (2) the applicant meets the applicable requirements of this Subpart in a manner acceptable to the Kuwait DGCA; and
 - (3) the granting of the certificate is not contrary to the interests of aviation safety; and
 - (4) any airworthiness review required by paragraph 21.175(b) has been accomplished and the results are satisfactory to the Kuwait DGCA.
- (b) The Certificate of Airworthiness is formatted in compliance with ICAO Annex 8, Part 2 Chapter 3 and is in the English language.

21.181 Reissue of Certificate of Airworthiness

- (a) The applicant for the reissue of a Certificate of Airworthiness shall provide, to the satisfaction of the Kuwait DGCA, evidence that the aircraft continues to meet the applicable requirements of this KCASR 8 Part 21 in a manner acceptable to the Kuwait DGCA. It shall be renewed following the submission of an Airworthiness Review Report (ARR) (DGCA Form 1290) by:
- (1) a continuing airworthiness management organisation approved in accordance with KCASR 8 Part M, Subpart G; or
 - (2) the Airworthiness Review and the Report being performed by the Kuwait DGCA.
- (b) If the application for the reissue of a Certificate of Airworthiness is made within 30 days before the expiry date of the certificate, it may be reissued from the date of expiry subject to all the criteria for reissue being met and the circumstances of the application.
- (c) If the application for the reissue of a Certificate of Airworthiness is made more than 30 days before the expiry of the certificate or if the investigations necessary continue beyond the expiry date, the certificate will be reissued from the date all applicable criteria are met.

21.183 Certificate of Airworthiness in force

- (a) A Certificate of Airworthiness will remain in force for a maximum period of twelve months from the date of issue or re-issue unless it is suspended or revoked, provided that:
- (1) the aircraft remains registered in the State of Kuwait; and
 - (2) the Type Acceptance Certificate remains in force; and
 - (3) the aircraft is maintained in accordance with the applicable approved maintenance programme, any additional airworthiness requirements and appropriate requirements specified in KCASR 8 Part M Subparts C and D; and
 - (4) it has not sustained damage beyond the limits specified in approved data; and
 - (5) the aircraft is maintained in accordance with promulgated continued airworthiness instructions to improve airworthiness by the State of type certification as required by paragraph 21.19(a); and
 - (6) the aircraft, including appliances, emergency equipment and operational equipment, is maintained in an airworthy condition.
- (b) The holder of a Certificate of Airworthiness that is revoked or suspended shall immediately surrender the Certificate to the Kuwait DGCA.

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Subpart I - Noise and Emissions

21.200 Purpose

The requirements of this Subpart I address the certification standards relevant to the granting of Noise and Emission certificates for aircraft registered and operated in the State of Kuwait.

21.210 Noise certification - applicability

- (a) Aircraft registered in the State of Kuwait to which the requirements of Volume 1 of KCASR 16 are applicable shall not fly without a noise certificate issued by the Kuwait DGCA.
- (b) Aircraft that are not registered in the State of Kuwait to which the requirements of Volume 1 of KCASR 16 are applicable shall not fly without a noise certificate issued by the State of Registry.

21.212 Application and grant of noise certificate

- (a) An applicant for a noise certificate shall furnish the Kuwait DGCA with:
 - (1) A completed DGCA Form 1201; and
 - (2) the type and designation of the aircraft; and
 - (3) the aircraft serial number and registration mark; and
 - (4) a statement of any modifications incorporated for the purpose of compliance with the applicable noise certification standards; and
 - (5) the MTWA at which compliance with the applicable noise certification standards has been achieved; and
 - (6) references to flight manual supplements or revisions required for compliance with the applicable noise certification standards; and
 - (7) the Noise Certificate or a document attesting to noise certification issued by the competent authority for the State that issued the certificate in compliance with the appropriate Standards of KCASR 16 Volume 1.
- (b) The Kuwait DGCA shall grant or validate a noise certificate (DGCA Form 1200, See Appendix III) on being satisfied by evidence that the particular aircraft complies with the appropriate Standards of KCASR 16 Volume 1.

21.213 Validity of noise certificate

- (a) The validity of a noise certificate issued by the Kuwait DGCA (DGCA Form 1200, See Appendix III) is subject to the aircraft continuing to comply with the noise certification standards against which the noise certificate was issued.
- (b) Major modifications that appreciably affect the noise characteristics of the aircraft may invalidate the noise certificate issued by the Kuwait DGCA unless:
 - (1) on application for the approval of the modification under Part 21.73, evidence is provided that the appropriate standards in paragraph 21.210 have been met; or
 - (2) the Kuwait DGCA is satisfied with approved operational limitations that are contained in the aircraft flight manual that are required to maintain

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compliance with the appropriate noise certification standards in paragraph 21.210.

- (c) A Noise Certificate is valid until it is suspended, revoked or the aircraft has been removed from the State of Kuwait register.

21.214 Recertification

- (a) If noise recertification is required, an application in a form and manner acceptable to the Kuwait DGCA shall be made to the Kuwait DGCA.
- (b) The Kuwait DGCA may make any reasonable investigation and require specific testing of the aircraft.
- (c) Compliance with paragraph 21.212 shall be demonstrated before any new certificate reflecting revised noise certification standards is granted.

21.215 Revocation and suspension

- (a) The Kuwait DGCA may suspend or revoke the noise certificate if the holder of the certificate is unable to demonstrate compliance with the appropriate noise certification standards.
- (b) The holder of a revoked or suspended noise certificate shall surrender it immediately to the Kuwait DGCA.

21.220 Engine emissions - applicability

- (a) Aircraft registered in the State of Kuwait to which the requirements of Volume 2 of Annex 16 are applicable shall not fly unless the Kuwait DGCA has endorsed the Type Acceptance Certificate for the aircraft issued under Part 21, to the effect that emission certification standards are complied with.
- (b) Aircraft that are not registered in the State of Kuwait to which the requirements of Volume 2 of Annex 16 are applicable shall not fly within the State of Kuwait unless the aircraft is certificated to these standards.

21.223 Non-compliance

- (a) Failure to comply with the standards specified in paragraph 21.220 may invalidate the aircraft's Certificate of Airworthiness.
- (b) Without prejudice to any invalidation described in paragraph 21.223 (a), the Kuwait DGCA may suspend or revoke the aircraft's Certificate of Airworthiness in such circumstances.

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Subpart J - Design Organisation Approval

Not Applicable to the State of Kuwait.

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Subpart K - Materials, Parts, Components and Appliances

21.301 Purpose

This Subpart details requirements for the acceptance of materials, parts, components and appliances.

21.303 Replacement and modification of parts, components and appliances

A replacement or the design change of a part, component or appliance to be installed in an aircraft registered in the State of Kuwait shall conform to the certification standards of the applicable Type Acceptance Certificate and any applicable Supplemental Type Certificate and:

- (a) Be supported by an DGCA Form 1 authorised release certificate or other-accepted authorised released certificate issued by an organisation approved by an competent authority listed in paragraph 21.25(a)(1), unless they are standard parts; or
- (b) For new parts and appliances only, be supported by a release certificate from an competent authority not identified in paragraph 21.25 (a)(1) when subject to the requirements of an active bilateral agreement covering such matters with an competent authority of Type Certification listed in paragraph 21.25(a)(1);
- (c) For parts defined as standard parts, a Certificate of Conformity.

21.305 Materials

Materials to be utilised for the repair, replacement and design change of an aircraft registered in the State of Kuwait shall be:

- (a) of a specification specified in approved data; and
- (b) in conformance with any Type Certificate Holders criteria; and
- (c) obtained from an approved supplier and accompanied by an accredited release certificate.



Subpart L - Export Certificate of Airworthiness

21.321 Purpose

This Subpart details:

- (a) The requirements for the issue of an Export Certificate of Airworthiness; and
- (b) The responsibilities of the holders of an Export Certificate of Airworthiness.

21.325 Export Certificate of Airworthiness

- (a) An Export Certificate of Airworthiness issued under this Subpart for an aircraft shall be in the format required by the Kuwait DGCA (DGCA Form 1203, See Appendix V).
- (b) The issue of an Export Certificate of Airworthiness does not authorise the aircraft for flight.

21.327 Export Certificate of Airworthiness deviations

Provided that the applicant for an Export Certificate of Airworthiness provides a written statement from the competent authority of the State of the importer, in accordance with paragraph 21.333(b), an Export Certificate of Airworthiness may be issued with a deviation listing:

- (a) The requirements of this Subpart that have not been met; and
- (b) Any differences in configuration between the exported aircraft and the type accepted aircraft.

21.329 Applicant eligibility

The applicant for an Export Certificate of Airworthiness shall be the owner of the aircraft or a person authorised by the owner.

21.331 Application for export Certificate of Airworthiness

- (a) Each application for an Export Certificate of Airworthiness shall be made in a form and manner acceptable to the Kuwait DGCA. The applicant shall provide satisfactory evidence of the following:
 - (1) the name and address of the applicant; and
 - (2) that the aircraft conforms to a Type Design acceptable to the State of Import; and
 - (3) that the State of Import formally accepts any deviations to certification standards to be listed on the certificate; and
 - (4) the aircraft possesses, or could qualify for, a Certificate of Airworthiness under Subpart H of this Part 21; and
 - (5) the aircraft is issued with the appropriate flight manual; and

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- (6) the aircraft is issued with any applicable Noise Certificate in accordance with Subpart I to this Part 21; and
 - (7) a weight and balance report has been completed, with a loading schedule where applicable; and
 - (8) the aircraft has undergone a routine maintenance inspection in accordance with the approved maintenance programme, or an equivalent inspection acceptable to the Kuwait DGCA; and
 - (9) any flight check required by the Kuwait DGCA has been carried out and the aircraft handling and systems conform to the approved flight manual; and
 - (10) the applicable airworthiness directives have been complied with; and
 - (11) up-to-date and complete log books, design change and repair records, and other such historical records required to support the continued airworthiness of the aircraft; and
 - (12) a description of any methods used, including the method's duration of effectiveness, for the preservation and packaging of aircraft to protect them against corrosion and damage while in transit or storage; and
 - (13) details of any special instructions for inspection, maintenance and operation for the aircraft; and
 - (14) supporting documentation for any variances to this Subpart; and
 - (15) such further particulars relating to the aircraft and applicant as may be required by the Kuwait DGCA.
- (b) Any programmed transponder with a code allocated by the State of Kuwait shall be recorded in the aircraft logbook pending reallocation by the new State of Registry.
 - (c) Any coded emergency locator transmitter registered with the State of Kuwait shall be recorded in the aircraft logbook pending re-registration by the new State of Registry.
 - (d) The applicant shall make the aircraft and associated data available for any inspections as the Kuwait DGCA may require.

21.333 Issue of export Certificate of Airworthiness

The applicant for the grant of an export Certificate of Airworthiness shall provide, to the satisfaction of the Kuwait DGCA, evidence that:

- (a) The applicant meets the applicable requirements of this Subpart in a manner acceptable to the Kuwait DGCA; and
- (b) The granting of the Certificate is not contrary to the interests of aviation safety.

21.335 Validity of export Certificate of Airworthiness

An Export Certificate of Airworthiness issued under this Subpart is valid at the date of issue but the importing State is responsible for determining the period for which it will accept it as valid.

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Subpart M - Repairs

21.431 Purpose

This Subpart details requirements for the approval and design and recording of repairs.

21.433 Major repairs

- (a) A repair that is not covered by existing approved maintenance data shall be designed and subject to approval as a design change in accordance with Subpart D of this Part 21.
- (b) A Type Certificate holder's approved major repair scheme is considered to be type approved data and therefore does not need further approval by the Kuwait DGCA.
- (c) The installer of a Type Certificate holder's major repair scheme shall ensure that:
 - (1) there is sufficient technical evidence of interoperability and compatibility with the existing Type Design and repair status of the aircraft; and
 - (2) any continued airworthiness information for a repair scheme is available and integrated into the appropriate maintenance programme.

21.435 Approval of minor repairs

- (a) A minor repair that is covered by existing approved maintenance data (e.g. the Structural Repair Manual) is acceptable to the Kuwait DGCA when it has been demonstrated that the repair does not conflict with any existing repairs, or
- (b) A minor repair that is not covered by existing approved maintenance data but has been approved in accordance with the respective procedures of a competent authority identified in paragraph 21.25(a) (1) will be approved in accordance with Subpart D of this KCASR 8 Part 21 as a change to the approved Design Standard.

21.437 Continued airworthiness requirements

- (a) An accomplished repair that by design requires continued inspection or further work shall be recorded in the aircraft records in a manner acceptable to the Kuwait DGCA.
- (b) Any continued airworthiness requirements associated with an accomplished repair shall be integrated into the approved Maintenance Programme for the aircraft (KCASR 8 Part M, M.A.302 refers).
- (c) Details of accomplished repairs and continued airworthiness instructions shall be recorded in accordance with KCASR 8 Part M Subpart D.

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Subpart N – Not applicable

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Subpart O - Technical Standard Orders

Not Applicable to the State of Kuwait.

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Subpart P - Issue and Renewal of Permit to Fly

21.701 Purpose

This Subpart details the requirements for the issue and renewal of a Permit to Fly.

21.703 Applicability

Subject to paragraph 21.707, a Permit to Fly may be issued in the following circumstances for an aircraft that may not currently meet applicable airworthiness requirements but is capable of safe flight, for the following purposes:

- (a) Flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage;
- (b) Delivering or exporting the aircraft;
- (c) Flying the aircraft for customer acceptance;
- (d) Flying the aircraft for Authority acceptance;
- (e) Showing compliance with regulations or certification specs;
- (f) Evacuating aircraft from areas of impending danger;
- (g) Marketing Survey including customers crew training;
- (h) Exhibitions and Air Show; or
- (i) Other activities as defined in the application form.

21.705 Application for a permit to fly

- (a) Each application for a Permit to Fly shall be made in a form and manner acceptable to the Kuwait DGCA and shall include:
 - (1) the purpose(s) of the flight(s), in accordance with point 21.703;
 - (2) the ways in which the aircraft does not comply with the applicable airworthiness requirements;
 - (3) the proposed itinerary;
 - (4) the crew required to operate the aircraft and its equipment, e.g. Pilot, Co-pilot, Navigator;
 - (5) the deviations, if any, from the applicable airworthiness requirements;
 - (6) any restriction the applicant considers necessary for safe operation of the aircraft;
 - (7) any other information considered necessary by the Kuwait DGCA for the purpose of prescribing operating limitations.

21.707 Issue of permit to fly

- (a) The Kuwait DGCA may carry out, or require the applicant to carry out, appropriate inspections or tests necessary for safety prior to the issue of the Permit to Fly.

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- (b) The aircraft shall not fly unless the permit to fly is accompanied by a Flight Release Certificate in a form and manner acceptable to the Kuwait DGCA, by an appropriately approved KCASR 8 Part 145 organisation, or Licensed Aircraft Engineer in the case of non commercial aircraft below 5700kg.
- (c) In respect of paragraph 21.703(a), a Permit to Fly (DGCA Form 20 (See Appendix IV)) will be granted to the operator of an aircraft:
 - (1) only for the purpose of flying the aircraft to a place where maintenance, or an airworthiness review are to be performed; and
 - (2) provided that the operator provides the Kuwait DGCA with sufficient technical justification confirming that the aircraft is fit for the intended flight or journey.

21.709 Duration of permit to fly

- (a) A Permit to Fly issued according to paragraph 21.703 shall be valid for the minimum period required to undertake the journey, and in any case not exceeding 30 days. The validity of the Permit to Fly shall cease on arrival at the final destination nominated to the Kuwait DGCA.

21.711 Renewal of permit to fly

The Permit to Fly may be renewed subject to a new application being made in accordance with 21.705.

21.713 Conditions of permit to fly

The conditions specified by the Kuwait DGCA on the Permit to Fly shall be complied with.

21.715 Maintenance arrangements

Appropriate maintenance arrangements shall be in place to the satisfaction of the Kuwait DGCA.

The requirements of KCASR 8 Part 145 for maintenance organisations and authorised persons shall be satisfied as appropriate.

21.717 Airworthiness and flight release certificates

When specified as conditions on the Permit to Fly, the issue of a Flight Release Certificate shall be certified by a person or organisation authorised by the Kuwait DGCA to do so.



Subpart Q - Identification of Aircraft and Parts

21.801 Purpose

This Subpart details requirements governing the identification of:

- (a) Aircraft, aircraft engines and propellers; and
- (b) Component parts; and
- (c) Parts subject to design change.

21.803 Identification of aircraft, engines and propellers

- (a) The identification of aircraft, engines and propellers, shall include the following information:
 - (1) manufacturer's name;
 - (2) product designation;
 - (3) manufacturer's serial number;
 - (4) any other information the Kuwait DGCA finds appropriate.

21.805 Identification of parts and appliances.

- (a) Each part or appliance shall be marked permanently and legibly with:
 - (1) a name, trademark, or symbol identifying the manufacturer in a manner identified by the applicable design data; and
 - (2) the part number, as defined in the applicable design data; and
 - (3) a TSO number, and serial number or date code (or both) for articles approved in accordance with an acceptable Technical Standard Order.
- (b) By way of derogation from point (a), if the Kuwait DGCA agrees that a part or appliance is too small or that it is otherwise impractical to mark a part or appliance with any of the information required by point (a), the authorised release document accompanying the part or appliance or its container shall include the information that could not be marked on the part.

21.807 Alteration and replacement of identification information

Any alteration to or replacement of identification information shall be accomplished only in accordance with design change data approved by the Kuwait DGCA.

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Section B – Procedures for Kuwait DGCA

These will be addressed within the Kuwait DGCA Working Procedures

Appendices

Appendix I – Type Acceptance Certificate Report (DGCA Form 1279)



State of Kuwait



دولة الكويت



APPLICATION FOR THE GRANT OF A TYPE ACCEPTANCE CERTIFICATE

This application should be made by or on behalf of the Type Certificate Holder
When completed this form should be forwarded to:

Kuwait DGCA, Aviation Safety Department, P.O. Box 17, Safat 13001, Kuwait

TC Holder Contact (Details Address):		
Aircraft Designation (Type/Module):		
Type Certificate Holder:		
State of Construction:		
	State of Design Type Certificate	Accepted NAA Type Certificate
Type Certificates (as applicable):		
Type Certificate Data Sheets (as applicable):		
Note: Refer to KCASR Part 8, Part 21.25 for Type Certificates issued by acceptable NAA's		

Please supply details of the following: (details can be supplied by reference to attached documentation in support of the application)	
Continued Airworthiness Department Contact Details:	
Certification Department Contact Details:	
Details of compliance with the requirements of ICAO Annex 16 for Noise and Emissions:	
Details of any special continued Airworthiness requirements:	
Details of any equivalent safety decisions, special conditions, airworthiness limitations as specified in TCDS:	
Details of any operational restrictions:	
Details of flight manual including options and configurations:	

Maintenance and continued airworthiness documentation. Note: Arrangements for electronic access preferred (e.g. Web Portal)	Maintenance Manual: Wiring Diagram Manual: Illustrated Parts Catalogue: Maintenance Programme Requirements (e.g. MPD): Service Data Engines and Propellers: Other Manuals (e.g. MMEL, SRM, WBM Etc.):
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P.O. Box 17, Safat 13001, State of Kuwait, Tel (965) 24743940, Fax (965) 24765796, Site: www.dgca.gov.kw, Email: safety@dgca.gov.kw



State of Kuwait



دولة الكويت



DECLARATION:

I hereby declare that the information provided in the application is true and correct.

Applicant Name: _____

Company Name: _____

Position: _____

Signed: _____ Date: _____

For DGCA Use Only

Application: Accepted Rejected

Remarks: _____

DGCA/ASD Inspector:

Signed:

Date:

Invoice Ref: _____ Accountant Stamp/Signature: _____ Date: _____

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Appendix II – Certificate of Airworthiness (DGCA Form 25)

*Certificate Number 0001	State of Kuwait Kuwait DGCA CERTIFICATE OF AIRWORTHINESS		
1. Nationality and Registration Marks 9K-	2. Manufacturer and Manufacturer's designation of aircraft ** 	3. Aircraft Serial Number 	
4. Categories and/or Operation *** e.g. Large Aeroplanes or JAR25/CS25			
5. This Certificate of Airworthiness is issued pursuant to the Convention on International Aviation dated 7 December 1944 and Kuwait Civil Air Regulation 8, Part 21 in respect of the above mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations. Date of issue..... Signature..... Limitations/Remark:			
6.	Validity		
	From	To	Signature and Stamp

DGCA Form 25

Issue 1

*For use by the Kuwait DGCA

**Manufacturers designation of aircraft should contain the aircraft type and model.

*** This space is normally used to indicate the certification basis ie Certification code, with which the particular aircraft complies and/or its permitted operational category, eg Commercial air transport, private

Appendix III – Noise Certificate (DGCA Form 1200)

For use by State of registry	1. State of Kuwait	3. Document No:		
2. NOISE CERTIFICATE				
4. Registration marks:	5. Manufacturer and manufacturer's designation of aircraft:	6. Aircraft serial No:		
7.Engine:		8. Propeller: (*)		
9. Maximum take-off mass (kg) :	10. Maximum landing mass(kg)(*):	11. Noise certification standard:		
12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards:				
13. Lateral/full-power noise level: (*)	14. Approach noise level: (*)	15. Flyover noise level: (*)	16. Overflight noise level: (*)	17. Take-off noise level: (*)
Remarks				
18. This Noise Certificate is issued pursuant to Annex 16, Volume I to the Convention on international Civil Aviation dated 7 December 1944 and KCASR 8 Part 21, Subpart I in respect of the above-mentioned aircraft, which is considered to comply with the indicated noise standard when maintained and operated in accordance with the relevant requirements and operating limitations.				
19. Date of issue:				
20. Signature:				

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(*) These boxes may be omitted depending on noise certification standard.

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Appendix IV – Permit to Fly Certificate (DGCA Form 20)



PERMIT TO FLY

<p>(*)</p> <p>This Permit to Fly is issued pursuant to Kuwait Air Legislation and KCASR 8 Part 21 Subpart P and certifies that the aircraft is capable of safe flight for the purpose and within the conditions listed below and is valid in the State of Kuwait.</p> <p>This permit is also valid for flight to and within States other than the State of Kuwait provided separate approval is obtained from the competent authorities of such States.</p>	<p>1. Nationality and registration marks:</p>
<p>2. Aircraft manufacturer/type:</p>	<p>3. Serial No:</p>
<p>4. The permit covers: <i>[purpose in accordance with 21.703]</i></p>	
<p>5. Holder: <i>[in case of a permit to fly issued for a non AOC aircraft this should state: "the registered owner"]</i></p>	
<p>6. Conditions/Remarks:</p>	
<p>7. Validity period:</p>	
<p>8. Place and date of issue:</p>	<p>9. Signature of the Kuwait DGCA representative:</p>

DGCA Form 20 Issue 1 Dec 2014

(*) For use by Kuwait DGCA.

Kuwait Civil Aviation Safety Regulations		KCASR 8 –Airworthiness of Aircraft & Continuous Airworthiness
		Part 21 Certification Of Aircraft, Parts & Appliances

Appendix V – Export Airworthiness Statement Template (DGCA Form 27)

EXPORT CERTIFICATE OF AIRWORTHINESS

No:

This certificate certifies that the aircraft identified below has been examined and is considered airworthy in accordance with a comprehensive and detailed type certification basis established or recognised by Kuwait DGCA, and is in compliance with those special requirements of the importing state filed with [Competent Authority of an Importing state], except as noted below.

Note: *This certificate does not attest compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.*

1. Aircraft:	2. Engine Model:
3. Manufacturer:	4. Propeller Model:
5. Manufacturer Production approval Number (for new aircraft only)	6. Attached Statement of Conformity Number (for new aircraft only):
7. Serial Number:	
8. New Aircraft	9. Used Aircraft
10. State to which exported:	
11. Remarks / Exceptions:	

For the Kuwait DGCA,

Date of issue: DD Month, YYYY

Signatory

Title

DGCA Form 27

Mar 2016