



الطيران المدني

Civil Aviation

دولة الكويت - State of Kuwait

Kuwait Civil Aviation Safety Regulation

KCASR 23

LIGHT SPORTS AIRCRAFT (LSA)



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LIGHT SPORTS AVIATION ACTIVITIES

CHAPTER 1 - DEFINITIONS AND APPLICABILITY

1.1 Section (1) – DEFINITIONS

In the application of this regulation, the following words and phrases have the following meanings:

1. **AFC:** Approved Flying Club.
2. **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. This comprises fixed wing and variable wing aircraft as well as balloons and the like when used for civil purpose.
3. **Aeronautical Information Publication (AIP):** A publication issued by or with the authority of Kuwait DGCA. It contains aeronautical information of a lasting character essential to air navigation.
4. **AMC:** Acceptable Means of Compliance.
5. **ATS:** Air Traffic Services.
6. **Approved zones:** Areas designated by the Concerned Authority and approved by Kuwait DGCA for the Light air sports activities. These areas are within defined coordinates and have illustrative maps and fall outside of the dangerous, restricted and prohibited areas specified in the Aeronautical Information Publication.
7. **Addition of privilege:** Any approved additions by Kuwait DGCA/ASD to the pilot licences.
8. **Club:** approved flying club by Kuwait DGCA/ASD for the Light air sports activities and training on such activities.
9. **Day flight:** Flight in the period between sunrise and sunset.
10. **Examiner:** a person approved by the Kuwait DGCA/ASD who is responsible for examining light sport aircraft pilots and evaluating their competencies, their knowledge and their ability to react to emergency situations for the purpose of obtaining a light sport aircraft pilot licence.
11. **Flying hours log book:** a record that the club keeps which contains personal details, flying hours of pilots and students and pilot's privileges.
12. **Hazard:** A condition or an object with the potential to cause or contribute to an aircraft incident or accident.
13. **Instructor:** A person authorised by Kuwait DGCA/ASD to provide training on Light sport aircraft.
14. **IFR:** Instrument Flying Rules.



15. **Kuwait DGCA:** Kuwait Directorate General of Civil Aviation (DGCA).
16. **Light sport aircraft:** A power or non-power-driven light aircraft that has several shapes, sizes and types.
17. **Light sports aviation activities:** recreational aerial activities practiced using Light sport aircraft or Remote-control aircraft.
18. **Licensed Pilot:** A person who has fulfilled all training conditions and requirements of this regulation and the associated AMC and GM.
19. **MOI:** Ministry of Interior.
20. **Night flight:** Flight in the period between sunset and sunrise.
21. **Pilot licences:** certificate issued by the club and approved by Kuwait DGCA in accordance with this regulation.
22. **PIC:** Pilot in Command.
23. **Safety Risk:** The predicted probability and severity of the consequences or outcomes of a hazard.
24. **SDRs:** Special Drawing Rights as defined by the International Monetary Fund.
25. **Student:** a person applying to the club to obtain a licence to conduct light sports aviation activities in accordance with this regulation.
26. **Solo flight:** when a pilot or student is the sole occupant of an aircraft.
27. **The State:** The State of Kuwait.
28. **Take-off and landing zone:** areas for take-off and landings approved by Kuwait DGCA/ASD for the Light sports aviation activities.



1.2 APPLICABILITY

This regulation shall apply to the following aircraft categories:

- light sports aircraft as per the categories in the following table:

CATEGORY	TYPE	CLASS	REQUIRED EQUIPMENT
1. Fixed Wing Aircraft	LSA Aeroplane	Single Engine Land: – Tricycle Gear – Tail-wheel	– Compass, – Two-way radio, – Airspeed indicator, – Altimeter, – Vertical speed indicator, – Fuel quantity indicator, – Safety equipment, – For an amphibian, gear indicator, – Mode C transponder. – Engine Parameters
		Single Engine Sea: – Float Plane – Amphibian (land or sea landing capability)	
	Sailplane	Ground: – Tire at the front and tire at the end of the tail.	– Compass, – Two-way radio, – Airspeed indicator, – Altimeter, – Vertical speed indicator, – Fuel quantity indicator, – Safety equipment.
		without engine: – Towing	– Compass, – Two-way radio, – Airspeed indicator, – Safety equipment. – Altimeter – Vertical speed indicator
Weight-Shift Vehicle	Single Engine Land Single Engine Sea Float plane – Amphibian (land or sea landing capability)	– Compass, – Two-way radio, – Airspeed indicator, – Altimeter, – Vertical speed indicator, – Fuel quantity indicator, – Safety equipment. – Engine Parameters	
	Non-Powered	– Compass, – Two-way radio, – Safety equipment.	
2. Rotor Wing	Gyrocopter	On Ground: – Tire at the front and 2 tires in the middle with engine. Amphibious: – Amphibian (land or sea landing capability with Engine)	– Compass, – Two-way radio, – Airspeed indicator, – Altimeter, – Vertical speed indicator, – Fuel quantity indicator, – Safety equipment – transponder mode C. – Engine Parameters



3. Powered Parachute	Parachute	Single Engine Foot Launched	<ul style="list-style-type: none"> – Two-way radio, – Safety equipment. – Compass – Fuel Quantity
	Paramotor	Fixed engine on a base: – On three tires or on rafts (amphibious).	<ul style="list-style-type: none"> – Compass, – Speed indicator, – Altimeter, – Safety equipment. – Engine Parameters
4. Lighter-than-air	Small Balloon	Hot Air Balloon Fly using hot air.	<ul style="list-style-type: none"> – Compass, – Two-way radio, – Altimeter, – Fuel quantity indicator, – Safety equipment.
	Airship	Fly using helium gas	<ul style="list-style-type: none"> – Compass, – Two-way radio, – Airspeed indicator, – Altimeter, – Vertical speed indicator, – Fuel quantity indicator, – Safety equipment.

➤ **AMC to (1.2) – APPLICABILITY**

- a) All Light Sports Aircraft will require to have Transponder Mode S Code and GPS Tracking in case of flying outside the club or allocated flying area;
- b) Small Balloons should not exceed 105,600 cu.ft, and should be equipped with a single burner;
- c) The balloon should not be flown free if the surface wind speed at the time and place of take-off exceeds 8 Knots.



1.3 CONDITIONS TO BE MET BY LIGHT SPORT AIRCRAFT

1.3.1 Light Sports Aircraft shall not be operated unless they meet the following conditions:

1. A Maximum Take-Off Mass of not more than 600 kg; or 650 kg for amphibian aircraft;
2. A maximum computed airspeed not exceeding 145 knots (268 km/h) under normal weather conditions;
3. A maximum stalling speed in the landing configuration of not more than 83 km/h (45 knots) computed airspeed;
4. A maximum occupant's capacity of no more than two persons including the pilot, except for balloons and airships;
5. The number of installed engines, if any, shall not exceed one non-turbine powered engine
6. Shall be equipped with Fixed landing gear except for foot launched promotors and amphibian aircraft which can be equipped with retractable landing gear;
7. Non-pressurized cabin;
8. All parts are manufactured and approved by the manufacturer.

➤ AMC to (1.3) – CONDITIONS TO BE MET BY LIGHT SPORT AIRCRAFT

Balloons and Helium Airships should not carry more than two persons including the pilot.



CHAPTER 2 – FLYING CLUB or Equivalent

2.1 CONDITIONS TO FLY

Use of light sports aircraft is prohibited except through a flying club approved by Kuwait DGCA/ASD or an equivalent entity accepted and approved by Kuwait DGCA/ASD. Such use shall be restricted to the approved flying zones for the approved flying club and in accordance with the requirements contained in this regulation.

➤ AMC to (2.1) – CONDITIONS TO FLY

- a) Flying zones may be consulted on DGCA/ASD website.
- b) New flying zones may be granted by Kuwait DGCA/ASD.

The aircraft should not fly below than 500ft ASL unless for the purpose of taking off or landing.

2.2 CONDITIONS FOR FLYING CLUB APPROVAL

In order to qualify for a Flying Club approval by Kuwait DGCA/ASD, the following shall be met:

1. Acceptance of the Concerned Authorities;
2. The club shall be registered as an establishment or a company entirely owned by Kuwaiti national(s);
3. The club shall obtain Security Clearance for the organisation, members, and users;
4. The club shall have an organisational chart that includes the following designations:
 - a) Accountable manager;
 - b) Operations manager;
 - c) Maintenance manager and,
 - d) Safety and security officer in addition to clear working plan.
 - e) Quality Manager
5. The club shall have an Operation Manual which includes internal policies, procedures, roles and responsibilities related to the club;
6. The club shall have a service catalog for the services delivered to members along with the fees;
7. The club shall have Light sport aviation activities training manual;
8. The club shall have appropriate facilities and equipment to ensure safe operations including operations room;
9. The club shall fulfill the commissioning and operational requirements stipulated in this regulation.



❖ **AMC to (2.2) – CONDITIONS FOR FLYING CLUB APPROVAL**

Application to Kuwait DGCA/ASD should be made in a manner established by Kuwait DGCA/ASD using the applicable Application form.

➤ **GM 1 to (2.2) – CONDITIONS FOR FLYING CLUB APPROVAL**

Concerned Authorities can be, but not limited to MOI, Kuwait Airforce, Air navigation...Etc.



❖ GM 2 to ARTICLE (2.2) – CONDITIONS FOR FLYING CLUB APPROVAL

a) General

An applicant should also apply for landing area acceptance in accordance with KCASR 14.

b) Organisational Chart

- 1) *The organisation should demonstrate that it has sufficient qualified staff to ensure safe operations.*
- 2) *The working plan and scope of activities can be contained in the Letter of Intent that the organisation should provide to Kuwait DGCA/ASD. The flying club should detail the roles and responsibilities applicable to the personnel listed in the chart.*

c) Operation Manual and Procedures

The operation manual and procedures should be developed and maintained to explain how the organisation is going to demonstrate and maintain compliance with the applicable regulations, policies, and procedures.

Below, are typical contents of the operation manual:

1) General:

- i. *Compliance statement signed by the director/ General Manager of the Flying Club*
- ii. *a list and description of all sections in the operations manual;*
- iii. *administration (function and management);*
- iv. *responsibilities (all management and administrative staff);*
- v. *periodic meetings*
- vi. *membership approval*
- vii. *student discipline and disciplinary action;*
- viii. *approval or authorisation of flights;*
- ix. *command of aircraft;*
- x. *responsibilities of the Pilot In Command;*
- xi. *carriage of passengers;*
- xii. *aircraft documentation;*
- xiii. *retention of documents;*
- xiv. *flight crew qualification records (licences, ratings, and endorsements);*
- xv. *validation/ issuance of licences;*
- xvi. *flight time limitations*
- xvii. *flight hours log books;*
- xviii. *safety (general): equipment, radio listening watch, hazards, accidents and incidents (including reports), etc*

2) Technical:

- i. *aircraft handling (including checklists, limitations, maintenance, and technical logs, in accordance with relevant requirements, etc.);*
- ii. *emergency procedures;*
- iii. *allowable deficiencies (based on the master minimum equipment list (MMEL), if available).*

3) Route:

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- i. performance (legislation, take-off, route, landing, etc.);
- ii. flight planning (fuel, oil, minimum safe altitude, etc.);
- iii. loading (mass, balance, and limitations);
- iv. weather minima (instructors/ examiners/ pilots);
- v. weather minima (students – at various stages of training);
- vi. training routes or flying zones defined by lateral and vertical limits;
- vii. Aerodromes to be used and descriptive notes relating to the aerodromes and surrounding areas;
- viii. Circuit direction, restrictions and airmanship and flying rules.

d) Security Requirement

A member or user is not allowed to operate an aircraft unless he/she holds a security clearance. The organisation should apply for MOI security clearance through Kuwait DGCA/ASD website (dgca.gov.kw).

e) Trade Licence

The Trade licence or equivalent should be valid and should qualify for the conduct of Flying Club activities.

f) Services Catalogue

The Services catalogue should explain the terms and conditions of the services available, member privileges, member rights, membership validity, and fees.

g) Training Manual

A training manual and associated training programme procedures should be developed and maintained for the training to be delivered.

The training manual should include the following:

1) The training plan:

- i. The aim of the course: A statement of what the student is expected to do as a result of the training, the level of performance, and the training constraints to be observed;
- ii. Pre-entry requirements;
- iii. Minimum age, educational requirements (including language), medical requirements;
- iv. Credits for previous experience;
- v. Training syllabus;
- vi. As applicable, the flying syllabus and the theoretical knowledge training syllabus;
- vii. Arrangements of the course;
- viii. The time scale and scale, in weeks, for each syllabus;
- ix. Training programme;
 - A. The general arrangements of daily and weekly programmes for flying, and theoretical knowledge;
 - B. Bad weather constraints;
 - C. Programme constraints regarding maximum student training times, (flying, theoretical knowledge), for example per day, week or month;
 - D. Duration of dual and solo flights at various stages;



- E. Maximum flying hours in any day or night;*
- F. Maximum number of training flights in any day or night;*
 - I. Flying:*
 - i. progress checks;*
 - ii. skill tests.*
 - II. Theoretical knowledge:*
 - i. theoretical knowledge examinations.*
 - III. Authorisation for test/ examination;*
 - IV. Test reports and records;*
 - V. Procedures for examination paper preparation, type of question and assessment, the standard required for 'pass';*
 - VI. Examination re-set procedures.*

2) Briefing and air exercises:

- i. Air exercise: A detailed statement of the content specification of all the air exercises to be taught, arranged in the sequence to be flown with main and subtitles.*
- ii. Course structure: phase of training: A statement of how the course will be divided into phases, Indication of how the above air exercises will be divided between the phases and how they will be arranged to ensure that they are completed in the most suitable learning sequence and that essential (emergency) exercises are repeated at the correct frequency. Also, the syllabus hours for each phase and groups of exercises within each phase should be stated.*
- iii. Student progress: The requirement for student progress and include a brief but specific statement of what a student is expected to be able to do and the standard of proficiency he/she must achieve before progressing from one phase of air exercise training to the next. Include minimum experience requirements in terms of hours, satisfactory exercise completion, etc.*
- iv. Instructional methods: The Club requirements, particularly in respect of pre- and post-flying briefing, adherence to syllabi and authorisation of solo flights, etc.*
- v. Glossary of terms: Definition of significant terms as necessary.*



2.3 COMMISSIONING REQUIREMENTS

The following commissioning requirements shall be met in order to obtain a flying club approval:

1. The Club shall have a Training Programme approved by Kuwait DGCA/ASD.
2. The Club shall have sufficient instructors appropriately qualified on all light sport aircraft categories used in the club or on similar aircraft.
3. The Club shall have sufficient approved maintenance technicians or a maintenance organisation approved by Kuwait DGCA/ASD. In addition, the club shall have the equipment required for periodic aircraft maintenance.
4. The Club shall establish a comprehensive system approved by Kuwait DGCA/ASD for the issuance and printing of licences for pilots conducting light sports aviation activities.
5. The Club shall fulfil the security requirements as required by KCASR 17.
6. The Club shall fulfil any other general safety or security requirements as stipulated by concerned entities in Kuwait.
7. The Club shall implement the National Aviation Security Programme requirements under the supervision of Kuwait DGCA/CASeD

❖ GM1 to (2.3) – COMMISSIONING REQUIREMENTS

Unless revoked, cancelled or suspended, The Flying Club approval is valid for a maximum period of 24 months.

❖ GM2 to (2.3) – COMMISSIONING REQUIREMENTS

The training programme should cater for all training services the Flying Club is providing and should be included in the training manual required under (2.2) Paragraph (7).

➤ AMC to (2.3)(2) and (2.3)(3) – COMMISSIONING REQUIREMENTS

The organisation should be able to demonstrate to Kuwait DGCA/ASD that it has a sufficient number of instructors/technicians with due consideration to the complexity and size of the operations, and the size and complexity of the aircraft fleet.

➤ AMC to (2.3)(3) – COMMISSIONING REQUIREMENTS

Adequate training courses should be developed and maintained for each type of aircraft operated. The AFC should issue approvals to maintenance technicians detailing the scope of approval. KUWAIT DGCA/ASD acceptance of the maintenance technicians is a prerequisite for their approval.

➤ AMC to (2.3)(6) – COMMISSIONING REQUIREMENTS

The Club shall obtain appropriate airspace allocation approval from Kuwait DGCA/ASD and Kuwait Air force.

❖ GM to (2.3)(4) – COMMISSIONING REQUIREMENTS

The format of the pilot licence will be approved by Kuwait DGCA/ASD.

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❖ **GM to (2.3)(5) – COMMISSIONING REQUIREMENTS**

This will be ensured by compliance with (2.2)(3).

❖ **GM to (2.3)(6) – COMMISSIONING REQUIREMENTS**

Concern Authorities can be, but not limited to: MOI, Kuwait Air force, Air navigation...Etc.

➤ **AMC to (2.3)(6) – COMMISSIONING REQUIREMENTS**

The organisation should identify all authorities other than Kuwait DGCA/ASD that may impact their operations (e.g. Occupational Health and Safety and Environmental requirements).

❖ **GM to (2.3)(7) – COMMISSIONING REQUIREMENTS**

The Aviation Security requirements are contained in KCASR 17 and in the-National Civil Aviation Security Programme (NCASP).

2.4 OPERATIONAL REQUIREMENTS

The following operational requirements shall be met prior to obtaining flying club approval:

1. Landing areas shall have markings clearly indicating their beginning threshold, centreline and end threshold. They shall be visible from the ground level and air and shall be approved by Kuwait DGCA/ASD, except for foot launched paramotors where a designated run way is not essential.
2. The required take-off and landing distance is sufficient for safe operations;
3. A wind direction indicator is visible in the club;
4. Safety and security requirements prescribed by Kuwait DGCA are met;
5. An Emergency Response Plan approved by Kuwait DGCA/ASD is established and maintained;
6. The club shall have protective and safety equipment prescribed by Kuwait DGCA/ASD;
7. Flying operations are limited to day time only.

❖ **GM to (2.4) – OPERATIONAL REQUIREMENTS**

The approval process for landing area is as per KCASR 14.

2.5 CLUB MEETINGS

(Periodic civil aviation safety and security improvement meetings)

1. The club shall conduct a minimum of 1 meeting every 6 months and also whenever needed. These meetings shall have a legal status and attended by the majority of the members including a representative from Kuwait DGCA/ASD.
2. Safety of aircraft used in the club and the operations shall be among the main agenda items of these meetings; and a copy of the minutes of meetings shall be provided to Kuwait DGCA/ASD and the concerned authority.



➤ **AMC to (2.5) – CLUB MEETINGS**

The Committees should be attended by the personnel required by (2.2)(4). The flying Club should provide Kuwait DGCA/ASD with an early notification of 15 days for such committees along with the agenda items.

❖ **GM to (2.5) – CLUB MEETINGS**

Such committees ensure is a means, but the only one, to promote safety and disseminated safety information towards the personnel and members, and develop and mature a Safety Culture within the Flying Club.



2.6 ISSUANCE OF PILOT LICENCE

The Flying Club may issue pilot licence approved by Kuwait DGCA/ASD to its candidates who meet the applicable requirements stipulated in this regulation.

➤ AMC1 to (2.6) – ISSUANCE OF PILOT LICENCE

A pilot licences should bear the following information:

1. Name and Address of the AFC;
2. Licence Number;
3. Pilot's full name;
4. Pilot's Date of Birth;
5. Pilot's Nationality;
6. Date of licence issue;
7. Expiry Date. The validity duration is as per (4.2);
8. Ratings and endorsements.

➤ AMC2 to (2.6) – ISSUANCE OF PILOT LICENCE

- a) Licences, ratings and certificates issued in accordance with this regulation should be limited, suspended or revoked by the approved flying club when the pilot does not comply with the requirements of this regulation, the applicable aeromedical regulations (4.1) or the applicable operational requirements, in accordance with the conditions and procedures laid down in the club procedures. Kuwait DGCA/ASD always maintains its revocation/ suspension rights.
- b) When the pilot has his/her licence suspended or revoked, he/she should immediately return the licence or certificate to the approved flying club.

2.7 RECORD-KEEPING

1. The flying club shall maintain and keep the following records:
 - a) Aircraft and equipment maintenance record for a minimum period of 24 months from the time the aircraft or equipment has been withdrawn from service;
 - b) records pertaining to licences issued by the club for a minimum period of 5 years;
 - c) records pertaining to club members for a minimum period of 5 years;
 - d) Minutes of meeting for a minimum period of 4 years.
2. The Flying Club shall document and follow up on the records and licences of Member pilots, aircraft and equipment and shall ensure security, safekeeping and updating such records and data.

➤ AMC to (2.7) – RECORD-KEEPING

1. Access to the records should be limited to authorised personnel;
2. The Club should maintain the records of all members at the club, and update Kuwait DGCA/ASD with List of Status of Pilot members;

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3. The Club should maintain the records for cross country or flying outside the club designated area with its relevant documents.
4. Records shall be kept in fire-protected area and locked.
5. Records shall be backed up regularly.

2.8 MAINTENANCE OF LIGHT SPORT AIRCRAFT AND EQUIPMENT

The Flying Club shall establish a maintenance procedures manual approved by Kuwait DGCA/ASD. This manual shall cover the maintenance procedures for all equipment, light sport aircraft. Maintenance facility should be in line with KCASR 8, Part 145.

➤ AMC to (2.8) – MAINTENANCE OF LIGHT SPORT AIRCRAFT AND EQUIPMENT FOR LSA AIRCRAFT

1. The Maintenance Procedures Manual should include a reference to up to date maintenance schedules maintained in accordance with the latest manufacturer data and any additional requirements based on the Flying Club in-service experience;
2. The maintenance procedures manual falls under the responsibility of the maintenance manager;
3. The maintenance procedures manual should detail how the flying club will comply with the maintenance requirements stipulated in this regulation.

❖ GM to AMC to (2.8) – MAINTENANCE OF LIGHT SPORT AIRCRAFT AND EQUIPMENT

FOR LSA AIRCRAFT

Below is a typical content of the Maintenance Procedures Manual:

1. *Compliance Statement signed by the General Manager/ Director of the Flying Club;*
2. *Organisation's scope of work;*
3. *Description of the work carried out by the organisation (type of product, type of work) and subcontracted work;*
4. *Name and title of management personnel*
 - a) *Accountable manager;*
 - b) *Maintenance manager;*
 - c) *Duties and responsibilities;*
5. *Approved technicians*
 - a) *Minimum qualification and experience;*
 - b) *List of approved technicians;*
6. *General description of the facility*
7. *Working Procedures Defect rectification:*
 - a) *Preparation, issue and control of the work package/ card;*
 - b) *Preparation of the planned work;*

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- c) Procedures used for storage of parts, tools and materials and for labelling them;*
- d) Records;*
- e) Procedures for monitoring of due dates of scheduled maintenance;*
- f) Issue/ renewal / endorsement of Certificate of Airworthiness or Permit to Fly.*



2.9 ANNUAL AUDIT AGAINST THE FLYING CLUB

Kuwait DGCA/ASD shall audit the Flying Club at least once every 24 months or whenever deemed necessary to verify compliance with Kuwait DGCA/ASD requirements and regulations. As well as random / spot checks whenever deemed necessary by Kuwait DGCA/ASD without prior Notice.

➤ AMC to (2.9) – ANNUAL AUDIT AGAINST THE FLYING CLUB

- a) When an audit is required, Kuwait DGCA/ASD will notify the Holder of a Flying Club Approval along with an audit plan. The AFC should give full access to the facility, equipment, aircraft, documentation, records etc. to perform this audit and any other visits relating to the approval;
- b) The Holder of a Flying Club Approval is required to bear the cost of the audit as per Kuwait DGCA/ASD policy.

2.10 REPORTING OF ACCIDENTS AND VIOLATIONS

The Flying Club and licence LSA pilots shall, in cases of accidents or violations shall:

1. Report to Kuwait DGCA/ASD immediately about any user who has violated any provision of the followed State laws or Kuwait DGCA regulations;
2. Immediately notify Kuwait DGCA/ASD in case of any accident / Incident in order for the required actions to be taken in this regard and;
3. Submit a written report to Kuwait DGCA/ASD within 72 hours providing the accident / Incident details and any known causes of the accident as per Kuwait DGCA requirements.

❖ GM to (2.10) – REPORTING OF ACCIDENTS / INCIDENT AND VIOLATIONS

Regular Mandatory accordance reporting may be referred to for guidance on the occurrence reporting system.



CHAPTER 3 – STUDENT PILOT

3.1 LIGHT SPORT AIRCRAFT STUDENT PILOT

- 3.1.1 A student shall successfully complete all theoretical and practical flight training with an approved flight instructor and within the designated approved flying zones
- 3.1.2 Paragraph 3.1.1 of this chapter shall apply when Kuwait DGCA/ASD approves crediting of previous flying hours on a specific LSA category and when the student requests conversion to a different LSA category.

❖ **GM to (3.1) – LIGHT SPORT AIRCRAFT STUDENT PILOT**

This article applies to any student seeking pilot license under this regulation whoever any pilot holding pilot license may vested with crediting privilege.

3.2 PRE-REQUISITES FOR A STUDENT PILOT LICENCE

A person applying for a Student LSA Pilot Licence shall meet the following requirements:

- 3.2.1 He/she has attained the age of 18 before the start of the training ;
- 3.2.2 He/she has obtained the necessary security clearance
- 3.2.3 He/she has passed the required medical fitness prescribed by Kuwait DGCA/ASD; and
- 3.2.4 He/she has demonstrated an acceptable proficiency in English language

➤ **AMC to (3.2) – PRE-REQUISITES FOR A STUDENT PILOT LICENCE**

- 1) For medical fitness requirement, refer to AMC to (3.9);
- 2) The student should demonstrate, at least an operational level of English language proficiency both in the use of phraseologies and plain language. To do so, the applicant should demonstrate the ability to:
 - a) communicate effectively in voice-only and in face-to-face situations;
 - b) communicate on common and work-related topics with accuracy and clarity;
 - c) use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings in a general or work-related context;
 - d) handle successfully the linguistic challenges presented by a complication or unexpected turn of events which occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and use a dialect or accent which is intelligible to the aeronautical community.

3.3 TRAINING PROGRAMMES

The Flying Club shall develop training and educational material and submit them to Kuwait DGCA/ASD for approval.

➤ **AMC to (3.3) – TRAINING PROGRAMMES**

Training Programme and material should cover all types of the registered aircraft at the Flying Club.

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3.4 EXAMINATIONS

- 3.4.1 The Flying Club shall prepare, manage and monitor LSA student pilot examinations;
- 3.4.2 All examinations shall be conducted under the supervision of an approved flight instructor or approved flight examiner;
- 3.4.3 The student pilot shall pass the written aviation knowledge examination with a mark not below 75%. A student Pilot can re-sit this examination for a maximum of three times;
- 3.4.4 The student shall pass the skills test no later than 24 months after passing the written examination specified in paragraph 3.4.3.

➤ AMC to (3.4) – EXAMINATIONS

The Holder of Flying Club approval should ensure availability of suitable facilities for the conduct of all examination's activities;

LSA student pilot should demonstrate a level of theoretical knowledge appropriate to the privileges granted, through examinations on the following:

- a) common subjects:
 - 1) Air law,
 - 2) Human performance,
 - 3) Meteorology,
 - 4) Communications;
- b) specific subjects concerning the different aircraft categories:
 - 1) Principles of flight,
 - 2) Operational procedures,
 - 3) Flight performance and planning,
 - 4) Aircraft general knowledge,
 - 5) Navigation.

Skill Test

- a) The theoretical knowledge instruction should always have been completed before the skill tests are taken;
- b) Applicants for an LSA pilot licence should demonstrate through the completion of a skill test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted;
- c) Applicants for the skill test should have received flight instruction on the same class or type of aircraft to be used for the skill test. The privileges will be restricted to the class or type used for the skill test until further extensions are endorsed on the licence, in accordance with this Subpart;
- (c) Pass marks
 - 1) The skill test should be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown;
 - 2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she should repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test;



- 3) When the test needs to be repeated in accordance with (2) above, failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test;
- 4) Failure to achieve a pass in all sections of the test in 2 attempts will require further practical training.

3.5 EXAMINATION CONDITIONS AND REQUIREMENTS

Kuwait DGCA/ASD shall lay down the conditions and requirements for the theoretical and practical examinations. These conditions and requirements shall be promulgated to all flying clubs for implementation therefore.



3.6 BASIC QUALIFICATIONS FOR A PILOT LICENCE

A Student Pilot applying for a pilot licence shall complete the approved theoretical and practical training and shall meet the following qualifications:

- 3.6.1 Knowledge of Air Law;
- 3.6.2 Aeronautical knowledge pertaining to light sport aircraft;
- 3.6.3 Ability to perform Flight planning and performance measurement;
- 3.6.4 Capability of conducting Solo flights and taking off from/ landing in other flying clubs or airports;
- 3.6.5 Passing Radio telephony course;
- 3.6.6 Human performance;
- 3.6.7 Meteorology;
- 3.6.8 Specific subjects concerning the different aircraft categories;
- 3.6.9 Operational procedures;
- 3.6.10 Flight performance and planning;

➤ **AMC to (3.6) – BASIC QUALIFICATIONS FOR A PILOT LICENCE**

Theoretical syllables should be a minimum of 2 hours each.

❖ **GM to (3.6) – BASIC QUALIFICATIONS FOR A PILOT LICENCE**

The air law examination may be conducted at Kuwait DGCA/ASD facility or any other location approved by Kuwait DGCA/ASD.

3.7 REQUIRED FLYING HOURS

Applicants for LSA Pilot Licence shall demonstrate the required minimum flying hours as specified in the following table:

Category	Type	Total Flight Time (hours)	Flight Time (hours) supervised by flight instructor	Solo Flight time (hours)	Cross country flight or flight rout agreed with Kuwait DGCA/ASD
1. Fixed Wing Aircraft	LSA Aeroplane	20	10	5	2
	sailplane	10	10	2	0
	Weight-Shift Vehicle	20	15	5	0
2. Lighter-than-air	Light Airship	20	10 take-offs and Landings	3	0
	Balloon	7	3 inflation , Take Offs and Landings	1 take off	0
3. Gyrocopter	AutoGyro	20	10	5	2



4. Powered Parachute	Paraglide, Powered Parachute and Paramotors	12	10	2	0
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ADDITIONAL ENDORSEMENTS FOR A PILOT LICENCE

The following endorsements may be granted to the licensed pilot in addition to his/her licence:

- 3.7.1 category, type, and class endorsement for a pilot;
- 3.7.2 Light sport aircraft flight instructor endorsement;
- 3.7.3 Additional category, type, or class endorsement for a flight instructor.
- 3.7.4 Light sport aircraft flight examiner endorsement;
- 3.7.5 Additional category, type, and class endorsement for a flight examiner.

3.8 MEDICAL FITNESS

A student Pilot or Pilot shall meet the medical fitness requirements as stipulated by Kuwait DGCA/ASD.

➤ **AMC to (3.8) – MEDICAL FITNESS**

Refer to Class 2 KCASR 1 Parts (Med) and (Med -AMC/GM).

3.9 STUDENT PILOT OBLIGATIONS AND PROHIBITED ACTS

3.9.1 A student Pilot shall:

- 3.9.1.1 Be a member of a flying club;
- 3.9.1.2 Adhere to the Flying Club's internal rules and procedures;
- 3.9.1.3 Adhere to Visual Flight Rules and refrain from flying under Instrument Flight Rules;
- 3.9.1.4 Adhere to safety and security conditions of the flying club;
- 3.9.1.5 Have knowledge of the aeronautical information publication.

3.9.2 A student Pilot shall not:

- 3.9.2.1 Conduct night flights or solo flights for purposes other than meeting the approved training requirements and prior to the completion of the necessary training;
- 3.9.2.2 Fly in controlled airspace unless prior permission is granted by responsible ATS unit;
- 3.9.2.3 Fly in Class A airspace (ref to KCASR 14-Volume I);
- 3.9.2.4 Fly in unapproved flying zones;
- 3.9.2.5 Conduct a flight within the country without prior permission from the ATS units;
- 3.9.2.6 Fly at altitudes of more than 10,000 feet above sea level;
- 3.9.2.7 Fly at visibility conditions of 5 kilometres or less;
- 3.9.2.8 Fly without visual reference with the ground;
- 3.9.2.9 Fly an aircraft certified for multiple crew;
- 3.9.2.10 Fly outside the territory of the STATE OF KUWAIT unless permitted by Kuwait DGCA/ASD and the concerned authority.



➤ **AMC 1 to (3.9) – STUDENT PILOT OBLIGATIONS AND PROHIBITED ACTS**

The Holder of a Flying Club should establish procedures to ensure compliance with this Article.

➤ **AMC 2 to (3.9) – STUDENT PILOT OBLIGATIONS AND PROHIBITED ACTS**

The requirements in AMC to ARTICLE (29) (3) are applicable to student pilot.

❖ **GM to ARTICLE (3.9)(a)(4) – STUDENT PILOT OBLIGATIONS AND PROHIBITED ACTS**

In addition to ARTICLE (3.10),

a) a Student Pilot must not:

- 1. Fly outside the designated approved flying zones for the Club;*
- 2. Fly under IFR conditions;*
- 3. Notwithstanding (4.2.2), it is not permissible to fly own aircraft for remuneration or commercial purposes;*
- 4. Violate the rules specified in the applicable AIP;*
- 5. Use the aircraft in towing operation unless Kuwait DGCA/ASD requirements are met; and*
- 6. Be permitted to carry occupants.*

b) a student Pilot must:

- 1. carry out take-offs or landings only in the designated and approved take-off/landing areas for LSA; and*
- 2. ensure suitability of the area, weather conditions and any other factors affecting flight operation.*

3.10 PILOT LICENCE VALIDATION AND APPROVAL

Kuwait DGCA/ASD shall approve and validate licences of experienced LSA pilots which have been attested by an approved Flying Clubs in accordance with the following conditions:

1. The person holds a security clearance.
2. The person holds a logbook with flight time endorsed by approved flight instructor.
3. The person meets the theoretical and practical flight training requirements specified in this regulation.
4. The person has been issued with a pilot licence from an approved flying club in the State of Kuwait or by other states and in accordance with conditions stipulated in this regulation through local approved Flying Clubs.

❖ **GM 1 to (3.10)(1) – PILOT LICENCE VALIDATION AND APPROVAL**

Security Clearance from MOI.



❖ GM 2 to (3.10)(3) – PILOT LICENCE VALIDATION AND APPROVAL

If the person is seeking the privilege to pilot LSA aircraft and he/she is already a holder of a licence issued in accordance with KCASR 1 (Part – FCL), the Flying Club may waive some of the training requirements subject to procedures approved by Kuwait DGCA/ASD.



3.11 CONDITIONS FOR CREDITING OF FLIGHT HOURS

- 3.11.1 A Licensed Pilot seeking an additional endorsement to a category he is already licensed on, shall complete 3-hour flight time, 10 take-offs and landings under the supervision of a flight instructor, and 10 solo take-offs and landings,
- 3.11.2 A Licensed Pilot seeking an additional endorsement to a category he is already licensed on, but this endorsement is not listed in the table in (3.7), shall complete a basic training as prescribed by Kuwait DGCA/ASD.

A Licensed Pilot seeking the endorsement as pilot of another aircraft category shall complete the required training in accordance with (3.6) of this regulation.

➤ AMC to (3.11) – CONDITIONS FOR CREDITING OF FLIGHT HOURS

Foreign Licensed pilot may be credited towards the requirements in (3.7). The amount of credit should be decided by the Club where the pilot undergoes the training course, on the basis of a pre-entry flight test, but should in any case:

1. Not exceed the total flight time as PIC; and,
2. Not exceed 50 % of the hours required in (3.7).



CHAPTER 4 – PILOT

4.1 LICENCE ISSUING AUTHORITY AND VALIDITY

- 4.1.1 The Flying Club may issue a pilot licence once the applicant has met the applicable training requirements and all other requirements and conditions stipulated in this regulation. Such a licence shall be approved by Kuwait DGCA/ASD.
- 4.1.2 A Pilot Licence shall remain valid for a period of two years beginning from the issue date. The licence shall expire after midnight of the expiry day or when the medical fitness certificate expires, whichever comes first. Security clearance is required for licence renewal.

4.2 CONDITIONS FOR FLYING

A licensed pilot shall not conduct a flight except in accordance with the following conditions:

- 4.2.1 He/she is a member of the flying club. Flying clubs may authorise non-member pilots to conduct flying activities for a non-renewable period not exceeding 30 days per year provided that the pilot holds a security clearance and a licence recognised by Kuwait DGCA;
- 4.2.2 He/she adheres to the rules, regulations and safety and security procedures established by the flying club;
- 4.2.3 He/she carries out take-offs or landings only in the designated and approved take-off/landing areas for LSA;
- 4.2.4 He/she ensures suitability of the area, weather conditions and any other factors affecting flight operation;
- 4.2.5 Where he/ She has not conducted flying activities for more than 90 days from the date of last take-off and landing, he/she shall carry out 3 take-offs and landings supervised by an Instructor or an Examiner on the same category and type of the aircraft for which he is licensed;
- 4.2.6 He/she is not permitted to carry occupants unless he/she has completed a minimum of 10 flying hours solo.

➤ GM (4.2)(1) – CONDITIONS FOR FLYING

Kuwait DGCA/ASD will recognize licenses issued by ICAO contracting State with acceptable safety performance (licensing and oversight system) and whose system meets the intent of this regulation.

➤ GM (4.2)(2) - CONDITIONS FOR FLYING In addition to ARTICLE (4.4), a Pilot must not:

1. Fly in Class A airspace (ref. to KCASR 14, Volume I);
2. Fly in unapproved flying zones;
3. Conduct a cross country flight without prior permission from the ATS units;
4. Fly at visibility conditions of 5 kilometers or less;
5. Fly an aircraft certified for multiple crew.

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4.3 PRIVILEGES OF LICENSED PILOT

A licensed pilot shall have the following privileges:

- 4.3.1 Fly LSA registered in the State of Kuwait solo or with one occupant;
- 4.3.2 Rent an aircraft of the same type and category for which he is approved for the purpose of conducting light sport aviation activities only.

➤ ***GM (4.3.1) – PRIVILEGES OF LICENSED PILOT***

This point should be read in conjunction with Article (3)(a)(4) in the case of balloon and Airship and for which the maximum occupant will be defined in the OPS manual.

➤ ***GM (4.3.2) – PRIVILEGES OF LICENSED PILOT***

Operational rules (e.g. number of occupant) should apply to rented aircraft.

4.4 LICENSED PILOT – PROHIBITED ACTS

4.4.1 A Licensed Pilot shall not:

1. Fly during night time;
2. Fly in controlled airspaces;
3. Fly outside the designated approved flying zones for the Club;
4. Fly under IFR conditions,
5. Fly at altitudes of more than 10,000 feet above sea level;
6. Fly without visible reference with the ground;
7. Notwithstanding 4.2.2, it is not permissible to fly own aircraft for remuneration or commercial purposes;
8. Violate the rules specified in the applicable AIP;
9. Use the aircraft in towing operation unless Kuwait DGCA/ASD requirements are met;
10. Fly outside the territory of the State except with a prior permission from Kuwait DGCA/ASD and the concerned authority. Such permission shall be processed through the Flying Club;
11. A pilot shall be exempted from the prohibitions in clauses 3 and 4 of paragraph (4.4.1) of this Article if permissions are granted by the ATS Unit and the club.

➤ ***AMC to (4.4)(3) – LICENSED PILOT – PROHIBITED ACTS***

To conduct Cross Country flight or flying outside the club allocated flying area, or from AFC to another AFC it is mandatory to comply with the following:

1. Submit proper and complete Flight Plan to KUWAIT DGCA/ASD
2. obtain for permission from the concerned ATC's
3. Carry the following documents/certificates in the aircraft:

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- a) Certificate of Registration
 - b) Aircraft Technical Log Book
 - c) Pilot Log Book and License
 - d) Insurance should cover such kind of flight (as per KUWAIT DGCA/ASD Minimum Insurance Requirements)
4. Notify Kuwait DGCA/ASD LSA inspector 3 days prior before conducting any such flight.



5. The member & Aircraft will follow the laws and requirements in force where the club is located.
6. Landing and Take Off will be carried out at only approved landing areas specified in the AIP
7. If the aircraft fly outside class G aerospace and/or communicate with ATC will require:
 - a) ELP (English Language Proficiency)
 - b) Radio to communicate

4.5 PROHIBITED OPERATIONS DURING CONDUCT OF LIGHT SPORT AVIATION ACTIVITIES

The following practices and activities shall be prohibited during conduct of light sport aviation activities:

1. Acts that may endanger persons or properties;
2. Dropping of objects, or equipping aircraft with camera or any other image capturing or filming devices without prior written permission of Kuwait DGCA/ASD and in coordination with the concerned authority;
3. conducting LSA dangerous manoeuvres and aerial displays that are beyond the aircraft design limitations as specified in the manual;
4. performing formation flights unless the specific requirements set by Kuwait DGCA/ASD are met;
5. conducting flights over populated areas, or other areas where celebrations or public activities are taking place;
6. conducting flights in dangerous or restricted areas unless permitted by the appropriate ATS unit(s) and Kuwait DGCA/ASD; and,
7. conducting flights in prohibited areas specified in the AIP.



CHAPTER 5 – REGISTRATION

5.1 CONDITIONS FOR REGISTRATION OF LIGHT SPORT AIRCRAFT

1. A Light Sport Aircraft shall be registered in LSA civil register maintained by Kuwait DGCA/ASD. Nationality and registration marks shall be issued in accordance with the applicable regulations approved by Kuwait DGCA/ASD (KCASR 7).
2. The owner of the registered aircraft shall display the nationality and registration marks in accordance with Kuwait DGCA/ASD regulations.
3. No aircraft shall be registered unless the registration and the technical inspection requirements are fulfilled as per the regulations promulgated by Kuwait DGCA/ASD.
4. A Light Sport Aircraft shall have a valid Insurance Certificate covering the passengers and any other civil liability in accordance with the regulations promulgated by Kuwait DGCA/ASD.
5. No significant modifications shall be performed on an aircraft except with a written permission from Kuwait DGCA/ASD.
6. A Light Sport Aircraft (LSA) may be registered in the name of the owner, while the flying club is the Operator.
7. Kuwait DGCA/ASD approval is required for any repair not covered in the LSA Repair manual.

➤ GM to (5.1) – CONDITIONS FOR REGISTRATION OF LIGHT SPORT AIRCRAFT

The approved flying club should apply for registration using the applicable Application form. (KCASR 7) with complete supporting documents such as:

- a) *Letter from approved flying club requesting the registration of the LSA;*
- b) *submit a duly completed and signed application form (DGCA-XXXX) for registration of LSA;*
- c) *DGCA/ASD letter of confirmation of reservation for the registration mark;*
- d) *Valid insurance certificate;*
- e) *Bill of Sale, purchase Agreement or anything equivalent with True Copy Stamped;*
- f) *Non Registration Certificate or de-registration certificate;(Original)*
- g) *Power of Attorney or delegation letter from the owner of the LSA, if the application is not submitted and signed by the owner himself;*
- h) *Official attested Power of Attorney for the accountable manager of the AFC;*
- i) *Delegation from the LSA owner to AFC to register the LSA;*
- j) *Original Permit to Fly for Kuwait DGCA/ASD endorsement as per AMC2 to (2.2);*
- k) *Passport and/or Civil ID copy for the owner of the LSA;*
- l) *Pay the fee to register the Aircraft as applicable; and;*
- m) *Original export C of A. (if Applicable)*

Endorsement Fee as per published fee structure (KCASR 27). The club should pay to Kuwait DGCA/ASD the general aviation fee for every initial issuance / renewal / endorsement of Permit to Fly or Certificate of Airworthiness for each aircraft.

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➤ **GM ARTICLE (5.1)(3) – CONDITIONS FOR REGISTRATION OF LIGHT SPORT AIRCRAFT**

Technical inspection should be documented in the operational manual and accepted by Kuwait DGCA/ASD.

➤ **AMC to ARTICLE (5.1)(4) – CONDITIONS FOR REGISTRATION OF LIGHT SPORT AIRCRAFT**

The applicability of minimum insurance requirements in respect of Pilot, passengers and third party liabilities apply to all registered Light Sport Aircraft for conducting Light Sport Activities in the STATE OF KUWAIT, additional to that, the insurance policy should mentioned the geographical boundaries/areas of STATE OF KUWAIT.

The insurance cover aviation-specific liability in respect of Pilot, passengers and third parties.

Regarding Pilot and passengers insurance should include coverage for death and personal injury caused by accidents. Regarding third parties, insurance should include coverage for death, personal injury and damage to property caused by accidents moreover, each aircraft should holds its own detailed insurance certificate.

All approved flying clubs and aircraft owners provide Kuwait DGCA/ASD with evidence that at all times the minimum insurance requirements to cover its liability are complied with, moreover, Kuwait DGCA/ASD should be notified in advance by the approved flying club or aircraft owners about any cancellation or changes to the respective insurance coverage.

In respect of liability for third parties, the minimum insurance coverage per accident, for each and every aircraft, should be:

Category	Aircraft Weight (MTOM - Kgs)	Minimum Insurance Coverage – SDRs
1	Equal or less 500	50,000 KD
2	More than 500 – equal or less 650	100,000 KD

- ‘SDR’ means a Special Drawing Rights as defined by the International Monetary Fund;
- ‘Third party’ means any legal or natural person, excluding passengers and on-duty members of both the flight crew and the cabin crew;

All approved flying clubs and aircraft owners should demonstrate compliance with the insurance requirements in respect of liability for Pilot and passengers by providing a valid insurance certificate or other evidence of valid insurance with minimum insurance coverage of 10,000 KD SDRs* per passenger.



Enforcement and Sanctions

Failure to comply may lead to the withdrawal the Certificate of Registration of the concerned light sport aircraft until the requisite insurance cover has been evidenced to the satisfaction of Kuwait DGCA.

➤ GM ARTICLE (5.1)(5) – CONDITIONS FOR REGISTRATION OF LIGHT SPORT AIRCRAFT

Significant means any modification/ repair that could jeopardizes the safety of the aircraft and its occupants (e.g. having an impact on the weight, handling quality, aerodynamics, etc..).

5.2 AIRWORTHINESS OF AIRCRAFT

An aircraft (LSA) shall not be operated unless it has been issued with a certificate indicating its satisfactory airworthiness condition. Such a certificate shall be issued in accordance with the guidance material and AMC issued by Kuwait DGCA/ASD.

An LSA shall maintain its manufacturer's specifications throughout the duration of the validity of its airworthiness. The original parts shall be used during the course of maintenance

5.3 MAINTENANCE RECORDS

The flying club shall maintain and update all maintenance records including the following information:

1. Aircraft type and model
2. Nationality and registration marks
3. Specific Markings and colours
4. Year of manufacture
5. Airframe Flight hours / Flight cycle
6. Engine hours
7. Damages, defects and all maintenance work performed and their dates
8. All inspections performed on the aircraft
9. Names of the approved technicians who performed inspections, maintenance and defect rectification

➤ AMC to ARTICLE (5.3) – MAINTENANCE RECORDS

- Duration of record-keeping is as per (2.7);
- It is the responsibility of the flying club to produce the necessary procedures and maintain a LSA/Engine Log Book in a format acceptable to the DGCA/ASD;
- The Flying Club should apply to Kuwait DGCA/ASD for a Technical Log system approval;
- The flying club has an informative procedure explaining to the relevant staff of the correct procedure how to process the LSA/Engine Log Book;

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- The LSA/Engine Log Book procedures should include the process how the LSA/Engine Log Book are distributed within the Maintenance and Operations departments in order i.e. Maintenance Control, Quality Assurance, Planning, Records etc;
- Basic Contents of the Technical Log. The LSA/Engine Log Book should contain the following:
 - 1) A Title Page with the registered name and address of the flying club, the LSA type, MSN, Colour and full registration marks of the LSA;
 - 2) A Maintenance Statement of the next inspection due, to comply with inspection cycle of the Maintenance Schedule and any out-of-phase inspection or component change due before that time, except that Kuwait DGCA/ASD may agree to the Maintenance Statement being kept elsewhere;
 - 3) A section containing sector record pages. Each page should be pre-printed with flying club name and page serial number and should make provision for recording of the following:
 - a. The LSA type and registration marks;
 - b. The date, place and times the LSA took off and landed;
 - c. The particulars of any defect that affects the airworthiness or safe operation of the LSA;
 - d. The statement in respect of any work and for the rectification of defects;
 - e. The date and signature of the mechanic/technician following the completion of item (iii);
 - f. The running total hours such that the hours to the next inspection can be really determined;
 - g. The provision for the Pre-flight and Daily Inspection signatures;
 - h. Flying Hours
 - 4) A readily identifiable section or a separate book containing acceptable defect record pages. Each page should be pre-printed with LSA registration mark and page serial number and should make provision of the following:
 - a. A cross reference for each defect such that the original defect can be clearly identified in the sector record page;
 - b. The original date of occurrence of the defect; and
 - c. The details of the defect.

5.4 PROCEDURES FOR OPERATION OF FOREIGN REGISTERED AIRCRAFT

No Light Sport Aircraft registered in a foreign State shall be permitted to operate in the State of Kuwait unless A No Objection is granted by the concerned authority and with the agreement of Kuwait DGCA/ASD.

➤ **GM (5.4) – PROCEDURES FOR OPERATION OF FOREIGN REGISTERED AIRCRAFT**
Aircraft concerned in this article are not allowed to conduct training.

➤ AMC to (5.4) – PROCEDURES FOR OPERATION OF FOREIGN REGISTERED AIRCRAFT

To obtain a permission to operate a foreign light sport aircraft in the STATE OF KUWAIT, the Holder of a Flying Club approval shall apply for approval at least 7 working days prior to the intended flight and shall provide Kuwait DGCA/ASD with:

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1. A Safety assessment of the foreign Light sport aircraft performed by the Flying Club;
2. The approved flight plan detailing all the routes which will be used during the operations;
3. A Landing clearance from the local airport authority which has an immigration entry point;
4. An insurance certificate covering the operations in the State of KUWAIT;
5. Copy of the pilot licence or equivalent.

Approval from the flying club where the aircraft will be operated.



CHAPTER 6 – INSTRUCTOR

6.1 CONDITIONS FOR INSTRUCTOR ENDORSEMENT ON THE LICENCE

Kuwait DGCA/ASD shall issue LSA Flight Instructor licence upon meeting the following conditions:

1. The applicant holds a pilot licence endorsed for every aircraft category, type, and class for which flight instruction is to be delivered in accordance with the aircraft classification table in paragraph 2.1 of this regulation;
2. The applicant shall be able to read, write and speak English language;
3. Validity of the applicant's medical certificate approved by Kuwait DGCA/ASD;
4. The applicant has passed the training programme as specified by Kuwait DGCA/ASD;
5. The applicant has completed the required minimum flying time as prescribed by the Guidance material and AMC issued by Kuwait DGCA/ASD; and,
6. The applicant shall have the required flying experience as prescribed by the experience table as specified by Kuwait DGCA/ASD in the guidance material and AMC.

6.2 PRIVILEGES OF LSA INSTRUCTOR

- 6.2.1 Carry out flight instruction limited to aircraft type, category and class he/she holds an instructor endorsement on, issued by Kuwait DGCA/ASD. However, Kuwait DGCA/ASD may, subject to the instructor meeting the requirements of Paragraph (3.12) of this regulation, authorise an instructor to carry out flight instruction on a different class which falls under the minimum category and type for which he is endorsed; and
- 6.2.2 Approve logging of flight time for student pilots for aircraft type, category, and class in accordance with the licence granted to him/her by Kuwait DGCA/ASD.

6.3 RESTRICTIONS ON LSA INSTRUCTOR

The holder of an LSA instructor endorsement on his licence shall be subject to the following restrictions:

- 6.3.1 His/her records shall not be approved except by the management of the approved Flying Club.
- 6.3.2 He/her shall not exceed 8 flight instruction hours in 24 consecutive hours.
- 6.3.3 The flying club shall maintain the instruction and flight records which includes the number of approved flight time for a period not less than 3 years.



CHAPTER 7 – EXAMINER

7.1 CONDITIONS FOR EXAMINER ENDORSEMENT ON THE LICENCE

Kuwait DGCA/ASD shall issue an instructor endorsement to an LSA licence in accordance with the following conditions:

- 7.1.1 The applicant holds an LSA instructor endorsement for the aircraft category, type and class for which the examiner endorsement is sought; and in accordance with the aircraft classification table under paragraph (1.2) of this regulation
- 7.1.2 The applicant has the required flying experience as prescribed by the table of experience as published in Kuwait DGCA/ASD's guidance material and AMC.

7.2 PRIVILEGES OF LSA EXAMINER

The holder of an examiner endorsement shall be authorised to examine student pilots and assessing their skills for the purpose of obtaining pilot licence. In addition, the examiner shall also have the authorisations granted to the LSA Instructor as specified in paragraph (6.2) of this regulation

7.3 RESTRICTIONS ON LSA EXAMINER

The same restrictions, which are prescribed for LSA instructor in (6.3), shall apply against the examiner



CHAPTER 8 – GENERAL PROVISIONS

8.1.General:

- 8.1.1 The Flying Club shall approve the flying zones for light sport aircraft after the acceptance of Kuwait DGCA/ASD and the concerned entities;
- 8.1.2 All light sport aircraft pilots shall be members of a flying club approved by Kuwait DGCA/ASD;
- 8.1.3 The approved flying hours for the purpose of obtaining a licence as specified in this regulation shall be credited for LSA trainings completed within the 12 months preceding the implementation date of this regulation;
- 8.1.4 Import, export, manufacturing, assembling of light sport aircraft, their components shall not be permitted without the permission of Kuwait DGCA/ASD and the concerned entities;
- 8.1.5 Sale, procurement or rental of light sport aircraft or their components shall not be permitted in the state without the permission of Kuwait DGCA/ASD and the concerned entities;
- 8.1.6 Kuwait DGCA/ASD shall issue and communicate to the concerned entities, technical specifications and conditions specific to light sport aircraft;
- 8.1.7 Flying clubs shall conduct inspections on aircraft and technical equipment used for aerial sport activities to ensure their serviceability, their quality, authenticity, that they are genuine and their conformance with manufacturer's specifications;
- 8.1.8 No flying club shall permit any pilot to fly a light sport aircraft without a light sport aircraft pilot licence, or upon expiry of the medical fitness certificate;
- 8.1.9 No student pilot/ pilot/ flight instructor/ flight examiner shall attest his own flight competency tests;
- 8.1.10 It is not permitted to fly for more than 8 hours within 24 hours;
- 8.1.11 No owner of light sport aircraft shall rent out his aircraft to others except through the flying club and in accordance with the safety and security conditions laid down by Kuwait DGCA/ASD;
- 8.1.12 Kuwait DGCA/ASD may provide exemptions from some of the required light sport aircraft characteristics required under Paragraph (1.2) of this regulation;
- 8.1.13 Kuwait DGCA/ASD may sign memorandums of understanding with the concerned authorities and the concerned entities to cooperate and coordinate the implementation of this regulation;
- 8.1.14 All persons using LSA for recreational purposes shall comply with the provisions of this regulation and any other provisions of the State Laws, the guidance material and AMC issued in accordance with the provisions of this regulation and the contents of the AIP.



CHAPTER 9 - FINAL PROVISIONS

9.1 Existing flying clubs shall amend their status so that they comply with the provisions of this regulation within 6 months from the date of its entry into force.



CHAPTER 10 - PARACHUTING OPERATION

10.1 GENERAL

10.1.1 APPLICABILITY

This Section prescribes rules governing parachute jumps in the State of Kuwait made by an organisation approved by the Kuwait DGCA/ASD, and excepting parachute jumps necessary due to an in-flight emergency,

10.1.2 DEFINITIONS

For the purposes of this Section, a "parachute jump" means the descent of a person, to the surface from an aircraft in flight, when he/she intends to use, or uses, a parachute during all or part of that descent.

The following definitions also apply:

- (a) **AMSL** - Above Mean Sea Level
- (b) **ASD** - Aviation Safety Department
- (c) **ATS** - Air Traffic Service
- (d) **DGCA** - Directorate General of Civil Aviation
- (e) **Organisation** - means parachuting organization
- (f) **VMC** - Visual Meteorological Conditions
- (g) **VOR** - VHF Omnidirectional Radio Range

10.1.3 APPROVED ORGANISATION

- (a) An approved organisation means a non-commercial sporting group registered with the Kuwaiti authorities and approved by Kuwait DGCA/ASD to conduct parachuting jumps.
- (b) The approved organisation shall appoint an accountable manager responsible for the organisation management and for the conduct of all parachuting operations conducted by their members.
- (c) The organisation shall have sufficient riggers and instructors to ensure safety.
- (d) The organisation shall have an Operations Manual approved by Kuwait DGCA/ASD that contains the procedures and instructions necessary to ensure safe parachuting operations by members of the organisation.



10. 2 OPERATING RULES

10.2.1 GENERAL

- (a) No person shall conduct parachute jump, and no pilot in command of an aircraft shall allow a parachute jump to be made from that aircraft if that jump creates a hazard to air traffic or persons or property on the surface.
- (b) No person shall conduct a parachute jump unless under the direct control of a Kuwait DGCA/ASD approved parachute jumping organisation and in accordance with the Operations Manual of that organisation.
- (c) No person under the age of 18 years shall be involved in a parachute jump.
- (d) No passengers other than parachutists shall be carried on flights intended for parachute jump operations.
- (e) No organisation or person shall conduct a parachute jump without the approval of the Kuwait DGCA / ASD.

10.2.2 FLIGHT VISIBILITY AND CLEARANCE FROM CLOUDS REQUIREMENTS

A parachute jump operation shall not be conducted in the following conditions:

- (a) Into or through clouds; or
- (b) When the flight visibility or distance from clouds is less than the following VMC criteria for the altitude:
 - (1) Below 10,000 ft AMSL -
 - (i) 5 km flight visibility
 - (ii) 1000 ft vertically from cloud
 - (iii) 1500 metres horizontally from cloud
 - (2) Above 10,000 ft AMSL -
 - (i) 8 km flight visibility
 - (ii) 1000 ft vertically from cloud
 - (iii) 1500 metres horizontally from cloud

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10.2.3 PARACHUTE JUMPS BETWEEN SUNSET AND SUNRISE

- (a) No person shall conduct a parachute jump, and no pilot in command of an aircraft shall allow any person to conduct a parachute jump from that aircraft, between sunset and sunrise unless that person is equipped with a means of producing a light visible for at least 5 km.
- (b) Each person making a parachute jump between sunset and sunrise shall display the light from the time that person exits the aircraft until that person reaches the surface.
- (c) No person shall conduct a parachute jump, and no pilot in command of an aircraft shall allow any person to conduct a parachute jump from that aircraft, between sunset and sunrise, unless the proposed landing area is illuminated and able to be identified by all aircraft occupants.

10.2.4 PARACHUTE JUMPS OVER OR INTO WATER

No person shall conduct a parachute jump, and no pilot in command of an aircraft shall allow any person to conduct a parachute jump, over or into water unless that person is wearing an approved life jacket.

10.2.5 LIQUOR AND DRUGS

No person shall conduct a parachute jump, and no pilot in command of an aircraft shall allow a person to conduct a parachute jump from that aircraft if that person appears to be under the influence of intoxicating liquor or using any drug that affects his or her faculties in any way contrary to safety.

10.2.6 INSPECTIONS

Kuwait DGCA/ASD may inspect any parachute jump operation, including audit / inspections at the jump site, aircraft or facilities, to determine compliance with this regulation.

10.3 PILOT RESPONSIBILITIES

- (a) The pilot shall have a minimum of 170 hours, of which 100 shall be as the pilot in command. In addition, the pilot shall have the following minimum operating experience, on the conduct and model aircraft type to be used:

- (1) single engine - 10 hours

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- (2) multiengine - 15 hours
 - (3) turbine powered - 20 hours
 - (4) turbo-jet aeroplane - 25 hours
- (b) The pilot must have conducted a minimum of 5 parachute jump operations under the direct airborne supervision of a pilot who has conducted more than 20 parachute jump operations. Direct supervision includes a briefing of normal and non-normal events, including on-board premature parachute opening, as well as the centre of gravity and aerodynamic considerations.
- (c) The pilot shall ensure that:
- (1) There is no risk of any part of the aircraft becoming fouled by the parachutist or equipment; and
 - (2) The operation shall impose no adverse stress on any part of the aircraft structure.
 - (3) No loose objects are carried which, if dropped, could constitute a danger to persons and property on the ground; and
 - (4) Parachutists are provided and use an approved restraint system for take off and landing, in turbulent conditions and flight below 1000 feet, which;
 - (i) May be an approved seat type and seat belt; or
 - (ii) Floor type single point restraint.
 - (5) A parachutist shall not occupy a control seat or position in an aircraft where dual controls are fitted.

10.4 AIRCRAFT REQUIREMENTS

- (a) The aircraft shall be considered safe and airworthy by Kuwait DGCA/ASD for parachute jumps and
- (b) Provision is made in the approved Aircraft Flight Manual for operation with the door open or removed.
- (c) The aircraft shall either be Kuwait registered or if foreign registered, the operator shall hold an authorization from Kuwait DGCA/ASD for the conduct of operations within the State of Kuwait.

10.5 RADIO EQUIPMENT AND USE REQUIREMENTS

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- (a) No person shall conduct a parachute jump, and no pilot in command of an aircraft shall allow a parachute jump to be made from that aircraft unless the aircraft is equipped with a functioning two-way radio communications system appropriate to the ATS unit to be used.
- (b) Radio communications shall be established between the aircraft and the nearest ATS unit at least 5 minutes before the jumping activity is to begin, for the purpose of receiving information in the aircraft about known air traffic in the vicinity of the jumping activity; and this information has been received by the pilot in command and the jumpers in that flight.
- (c) The pilot in command of an aircraft used for any jumping activity in or into controlled airspace shall, during each flight:
- (1) Maintain a continuous listening watch on the appropriate frequency of the aircraft's radio communications system from the time radio communications are first established between the aircraft and the responsible ATS unit until that ATS unit is advised that the
Jumping activity is ended from that flight; and:
 - (2) Advise ATS that the jumping activity is ended for that flight when the last parachute jumper from the aircraft reaches the ground.
 - (3) Shall abandon any jumping activity from the aircraft in or into Kuwait airspace if the required radio communications system is or becomes inoperative.

10.6 AIRSPACE REQUIREMENTS

10.6.1 JUMPS IN NON-CONTROLLED AIRSPACE

No person shall conduct a parachute jump, and no pilot in command of an aircraft shall allow a parachute jump to be made from that aircraft, in or into Kuwait airspace unless the ATS unit responsible for that airspace has been notified.

10.6.2 JUMPS IN OR INTO CONTROLLED AIRSPACE

No person shall conduct a parachute jump, and no pilot in command shall allow a parachute jump to be made from that aircraft, in or into controlled airspace unless an authorisation has been issued in writing.

10.6.3 JUMPS OVER OR INTO CONGESTED AREAS OR OPEN-AIR ASSEMBLY OF PERSONS

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No person shall conduct a parachute jump, and no pilot in command of an aircraft shall allow a parachute jump to be made from that aircraft, over or into a congested area of a city, town, or settlement, or an open-air assembly of persons, unless Kuwait DGCA/ASD has issued an authorisation for that jump in writing. Should the operation also penetrate controlled airspace, a separate authorisation from the applicable ATS unit must be granted.

10.6.4 JUMPS OVER OR ONTO AIRPORTS

Unless Kuwait DGCA/ASD and the airport management has given prior approval, no person shall conduct a parachute jump, and no pilot in command of an aircraft shall allow a parachute jump to be made from that aircraft over or onto any airport.

10.6.5 JUMPS OVER OR WITHIN PROHIBITED, RESTRICTED OR DANGER AREAS

- (a) No person shall conduct a parachute jump, and no pilot in command shall allow a parachute jump to be made from that aircraft, over or within a prohibited area at any time.
- (b) No person shall conduct a parachute jump, and no pilot in command shall allow a parachute jump to be conducted from that aircraft, over or within a restricted area or danger area unless Kuwait DGCA/ASD and the controlling agency of the area concerned has authorised that jump in writing.

10.7 NOTIFICATION AND AUTHORISATION

10.7.1 GENERAL

- (a) No person shall conduct a parachute jump and no pilot in command of an aircraft shall allow a parachute jump to be made from that aircraft, in or into Kuwait airspace unless the ATS unit responsible for that airspace has been notified of that jump at least 1 hour before the jump is to be made, but not more than 24 hours before the jumping is to be completed, and the notification contained the information prescribed in para 9.7.2 below. (b) Where ATS approval is required, the ATS unit responsible for the airspace and, or jump area may accept from a parachute jumping organisation a written notification of a parachute jump or a scheduled series of jumps. The notification must contain the information prescribed by para 9.7.2 below and be submitted at least 4 working days, but not more than 14 days, before the proposed jump. The ATS unit may revoke the acceptance of the notification for any failure of the jumping organisation to comply with its terms.
- (c) Where DGCA/ASD authorisation is required, the application for authorisation must be submitted to Kuwait DGCA/ASD at least 4 working days, but not more than 14 days, before the proposed jump.



- (d) The applicable ATS unit shall be notified if the proposed or scheduled jumping activity is cancelled or postponed.
- (e) Each holder of an authorisation issued under this section shall present that authority for inspection upon the requested by Kuwait DGCA/ASD Inspectors', ATS unit or a related local official.

10.7.2 INFORMATION REQUIRED

Each person requesting authorisation, and each person submitting a notification, must include the following information (on an individual or group basis) in that written request or notice:

- (1) The date and time jumping will begin.
- (2) The size of the jump zone expressed in a nautical mile radius around the target.
- (3) The location of the centre of the jump zone in relation to:
 - (i) the nearest VOR facility in terms of the VOR radial on which it is located, and its distance in nautical miles from the VOR facility when that facility is 30 nautical miles or less from the drop zone target; or
 - (ii) the nearest airport, town, or city depicted on the appropriate Coast and Geodetic Survey World or Sectional Aeronautical Chart, when the nearest VOR facility is more than 30 nautical miles from the drop zone target, or;
 - (iii) Latitude and longitude coordinates.
- (4) The altitudes above mean sea level at which jumping will take place.
- (5) The duration of the intended jump.
- (6) The name, address, and telephone number of the person requesting the authorisation or giving notice as well as the identity of the responsible persons associated with that jumping activity,
- (7) The identification of the aircraft to be used.
- (8) The radio frequencies available in the aircraft.

10.8 PARACHUTE EQUIPMENT

10.8.1 PARACHUTE EQUIPMENT AND PACKING REQUIREMENTS

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- (a) No person shall conduct a parachute jump, and no pilot in command of an aircraft shall allow any person to conduct a parachute jump from that aircraft, unless that person is wearing a single harness dual parachute pack, having at least one main parachute and one approved auxiliary parachute that are packed as follows:
- (1) The main parachute must have been packed by a certificated and properly rated parachute rigger, or by the person making the jump, within 180 days before the date of its use.
 - (2) The auxiliary must have been packed by a certificated and appropriately rated parachute rigger:
 - (i) within 180 days before the date of use, if its canopy, shroud, and harness are composed exclusively of nylon, rayon, or other similar synthetic fiber or material that is substantially resistant to damage from mould, mildew, or other fungi and other rotting agents propagated in a moist environment; or
 - (ii) within 60 days before the date of use, if it is composed in any amount of silk, pongee, or other natural fibre, or material not specified in the above paragraph.
- (b) No person shall conduct a parachute jump using a static line attached to the aircraft and the main parachute unless an assist device, described and attached as follows, is used to aid the pilot chute in performing its function, or, if no pilot chute is used, to aid in the direct deployment of the main parachute canopy
- (1) The assist device must be long enough to allow the container to open before a load is placed on the device.
 - (2) The assist device must have a static load strength of:
 - (i) At least 12.7 kg (28 lbs) but not more than 73 kg (160 lbs), if it is used to aid the pilot chute in performing its function; or;
 - (ii) At least 25.4 kg (56 lbs) but not more than 146 kg (320 lbs), if it is used to aid in the direct deployment of the main parachute canopy.
 - (3) The assist device must be attached:
 - (i) At one end, to the static line above the static line pins, or, if static pins are not used, above the static line ties to the parachute cone; and
 - (ii) At the other end, to the pilot chute apex, bridle cord or bridle loop, or, if no pilot chute is used, to the main parachute canopy.
- (c) No person shall attach an assist device required by paragraph 8.1 (b) of this subsection to any main parachute unless he/she has a current parachute rigger certificate issued by the approved organisation or is the person who conducts the jump with that parachute.



10.8.2 APPROVED PARACHUTES

- (a) A parachute manufactured under a type certificate or a technical standard order (C-23 series); or
- (b) Personnel carrying military parachute (other than a high altitude, high speed, or ejection kind) identified by a military designation or specification number.

10.9 PARACHUTE RIGGERS

10.9.1 CERTIFICATE REQUIRED

- (a) No person shall pack, maintain, or alter any personnel carrying parachute intended for emergency use in connection with Kuwait civil aircraft (including the auxiliary parachute of a dual parachute pack to be used for intentional jumping) unless he/she holds a certificate and type rating issued by the approved organisation.
- (b) No person shall pack, maintain, or alter any main parachute of a dual parachute pack to be used for intentional jumping in connection with Kuwait civil aircraft unless he/she holds a certificate and type rating issued by the approved organisation.
- (c) Each person who holds a parachute rigger certificate shall present it for inspection upon the request of Kuwait DGCA/ASD.
- (d) A certificate shall be valid for two years and may be renewed by application to the approved parachute organisation provided the rigger can provide evidence of being actively engaged in parachute rigging.
- (e) A parachute may be packed by a non-certified person under the direct supervision of a certified parachute rigger, checks must be made at each stage of packing and the appropriate packing / record card must be signed at the time the checks are made.

10.9.2 ELIGIBILITY REQUIREMENTS

To be eligible for a parachute rigger certificate, a person must:

- (a) Be at least 18 years of age;
- (b) Be able to read, write, speak, and understand the English language; and
- (c) Comply with the sections of this subchapter that apply to the certificate and type rating he/she seeks.

10.9.3 EXPERIENCE, KNOWLEDGE, AND SKILL REQUIREMENTS

- (a) An applicant for a parachute rigger certificate must:

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- (1) Present evidence satisfactory to Kuwait DGCA/ASD, the approved organisation and that he/she has packed at least 20 parachutes of each type for which he/she seeks a rating, in accordance with the manufacturer's instructions and under the supervision of a certificated parachute rigger holding a rating for that type or a person holding an appropriate military rating; and
- (2) Pass a written test, with respect to parachutes in common use on:
 - (i) Their construction, packing, and maintenance;
 - (ii) The manufacturer's instructions;
 - (iii) The regulations of this subchapter; and
 - (iv) Pass an oral and practical test showing his/her ability to pack and maintain at least one type of parachute in common use, appropriate to the type rating he/she seeks.

10.9.4 MILITARY RIGGERS OR FORMER MILITARY RIGGERS

An applicant for a parachute rigger certificate, who is a member of the Kuwait Air Force, or has, within the 12 months before he/she applies, been honourably discharged shall be issued a certificate if he/she passes a written test on the regulations of this Section and presents satisfactory documentary evidence that he/she:

- (a) is serving, or has served within the 12 months before he/she applies, as a parachute rigger for the Air Force; and
- (b) has the experience required by 9.9.3 (a) (1) or above.

10.9.5 TYPE RATINGS

- (a) The following type ratings are issued under this Section:
 - (1) Seat;
 - (2) Back;
 - (3) Chest; and
 - (4) Lap.
- (b) The holder of a parachute rigger certificate who meets the experience for any of the above type ratings is entitled to have the applicable rating on his/her parachute rigger certificate, provided he/she:
 - (1) presents evidence satisfactory to the approved organisation that he/she has packed at least 20 parachutes of the type for which he/she seeks a rating, in accordance with the manufacturer's instructions and under the supervision of a certificated parachute rigger holding a rating for that type or a person holding an appropriate military rating; or
 - (2) Passes a practical test, to the satisfaction of the approved organisation, showing his/her ability to pack and maintain the type of parachute for which he/she seeks a rating.



10.9.6 CERTIFICATE PRIVILEGES

A certificated parachute rigger may:

- (a) Pack or maintain (except for major repair) any type of parachute for which he/she is rated; and
- (b) Supervise other persons in packing any type of parachute for which he/she is rated.

10.9.7 FACILITIES AND EQUIPMENT

Unless specifically authorised by Kuwait DGCA/ASD, no certificated parachute rigger shall exercise the privileges of their certificate unless he/she has at least the following facilities and equipment available:

- (a) A smooth top table at least three feet wide by forty feet long (0.9 x 12.2 metres).
- (b) Suitable housing that is adequately heated, lighted, and ventilated for drying and airing parachutes.
- (c) Enough packing tools and other equipment to pack and maintain the types of parachutes that he/she services.
- (d) Adequate housing facilities to perform his/her duties and to protect tools and equipment

10.9.8 PERFORMANCE STANDARDS

No certificated parachute rigger shall:

- (a) Pack, maintain, or alter any parachute unless he/she is rated for that type;
- (b) Pack a parachute that is not safe for emergency use;
- (c) Pack a parachute that has not been thoroughly dried and aired;
- (d) Pack, maintain, or alter a parachute in any manner that deviates from procedures approved the manufacturer of the parachute; or
- (e) Exercise the privileges of his/her certificate and type rating unless he/she understands the current manufacturer's instructions for the operation involved and has:
 - (1) performed duties under his/her certificate for at least 90 days within the preceding 12 months;
or
 - (2) shown the approved organisation that he/she is able to perform those duties.



10.9.9 RECORDS

- (a) Each certificated parachute rigger shall keep a record of the packing, maintenance, and alteration of parachutes performed or supervised by him/her. He/she shall keep in that record, with respect to each parachute worked on, a statement of:
- (1) Its type and make;
 - (2) Its serial number;
 - (3) The name and address of its owner;
 - (4) The kind and extent of the work performed;
 - (5) The date when and place where the work was performed; and
 - (6) The results of any drop tests made with it.
- (b) Each person who initiates a record under sub-paragraph (a) above shall keep it for at least 2 years after the date it is made.
- (c) Each certificated parachute rigger who packs a parachute shall write, on the parachute packing record attached to the parachute, the date and place of the packing and a notation of any defects found on inspection. He/she shall sign that record with his/her name and the number of their certificate.

10.9.10 SEAL

Each certificated parachute rigger must have a seal with an identifying mark prescribed by the DGCA/ASD, and a seal press. After packing a parachute, he/she shall seal the pack with this seal in accordance with the manufacturer's recommendation for that type of parachute.

10.10 PENALTIES AND CONTRAVENTIONS

In the case of any contravention of a provision of these regulations, Kuwait DGCA/ASD will:

- (a) Completely revoke, or suspend for a specified period of time, any approval granted to a parachuting organisation.
- (b) Completely revoke, or suspend for a specified period of time, the certificate of airworthiness of the aircraft.
- (c) Completely revoke, or suspend the pilot licence of the pilot in command for a specified period of time.
- (d) These provisions shall be applied without prejudice to any other Kuwait law.

End

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