



Date : 2022/05/10 التاريخ :

Ref : 2022/38/SUPDT-R/41 الإشارة :

All KCASR Stockholders and Users

**Subject.: Notice of Proposed Amendment's (NPA) No. 2022-04 to Kuwait Civil Aviation Safety Regulations KCASR 6 - OPERATION OF AIRCRAFTPART CAT - ACCEPTABLE MEANS OF COMPLIANCE (AMC)&GUIDANCE MATERIALS (GM) Rev 2.**

Dear Sir,

**Purpose:**

The purpose of this NPA is to announce to the KCASR users the intention of the Directorate General of Civil Aviation to amend **KCASR 6 - OPERATION OF AIRCRAFTPART CAT - ACCEPTABLE MEANS OF COMPLIANCE (AMC)&GUIDANCE MATERIALS (GM)** (issue 4), .

**Action Required:**

All users of KCASR are required to refer to DGCA/ ASD website (<https://kcasr.dgca.gov.kw>) for reviewing the NPA and mail or email ([safety@dgca.gov.kw](mailto:safety@dgca.gov.kw)) their comments to DGCA by 30/Jun/2022 using the attached NPA Response Sheet Forms No. 1500 or using NPA comments & feedback form on the website. If we do not receive your response by this date, it will be assumed that you do not have any comments on the proposal.

If required, the DGCA/Aviation Safety Department personnel are available to answer your questions on the interpretation and intended implementation of the proposed amendments.

This is for your information and distribution to the concerned parties.

Yours Sincerely,

President of Civil Aviation

Abdullah Ali Al-Abdullah Al-Salem Al-Sabah  
President of Civil Aviation

CC: Director General of Civil Aviation.  
Dy. Dir. Gen. Kuwait. Intel. Airport Affairs.  
Dy. Dir. Gen. for Air Navigation Services Affairs.  
Safety Management Coordination Center (SMCC).  
Head of Technical Office.  
Civil Aviation Security Department.  
Aviation Safety Director.  
Air Transport Director.  
Inspection & oversight Superintendent.  
Head of Standards & Aviation Safety Regulations Division.



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Kuwait Civil Aviation Safety Regulations		KCASR 6 – Operation of Aircraft
		Part CAT – AMC & GM



# الطيران المدني Civil Aviation

دولة الكويت - State of Kuwait

## Kuwait Civil Aviation Safety Regulations


### KCASR 6 – OPERATION OF AIRCRAFT

#### *PART CAT – ACCEPTABLE MEANS OF COMPLIANCE (AMC) & GUIDANCE MATERIALS (GM)*

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## Amendment Record

[illegible]

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deactivation of the transmitting capability, e.g. by activating the so-called ‘flight mode’ or ‘flight safety mode’, the T-PED remains a PED having non- intentional emissions.

(3) A controlled PED (C-PED) is subject to administrative control by the operator.

This will include, inter alia, tracking the location of the devices to specific aircraft or persons and ensuring that no unauthorised changes are made to the hardware, software or databases. A controlled PED will also be subject to procedures to ensure that it is maintained to the latest amendment state. C- PEDs can be assigned to the category of non-intentional transmitters (PEDs) or intentional transmitters (T-PEDs).

(b) Definition of the switched-off status

Many PEDs are not completely disconnected from the internal power source when switched off. The switching function may leave some remaining functionality e.g. data storage, timer, clock, etc. These devices can be considered switched off when in the deactivated status. The same applies for devices having no transmit capability and operated by coin cells without further deactivation capability, e.g. wrist watches.

## **GM2 CAT.GEN.MPA.140 Portable electronic devices**

### **FIRE CAUSED BY PEDs**

A detailed discussion of fire caused by PEDs can be found in CAA UK CAP 789 edition 2, chapter 31, section 6 Fires in the cabin caused by PEDs<sup>2</sup> and CAA PAPER 2003/4, Dealing With In-Flight Lithium Battery Fires in Portable Electronic Devices, M.J. Lain, D.A. Teagle, J. Cullen, V. Dass<sup>3</sup>.

## **GM3 CAT.GEN.MPA.140 Portable electronic devices**

### **CARGO TRACKING DEVICES EVALUATION**

(a) Safety assessment

Further guidance on performing a safety assessment can be found in:

- (1) EASA, ‘Certification specifications and acceptable means of compliance for large aeroplanes’, CS-25, Book 2, AMC-Subpart F, AMC 25.1309;
- (2) EUROCAE/SAE, ‘Guidelines for development of civil aircraft and systems’, ED-79/ARP 4754 (or later revisions); and
- (3) SAE, ‘Guidelines and methods for conducting the safety assessment process on civil airborne systems and equipment’, ARP 4761 (or later revisions).

(b) HIRF certification


The type certificate data sheet (TCDS), available on the EASA website for each aircraft model having EASA certification, lists whether the HIRF certification has been performed through a special condition. The operator may contact the type certification holder to gain the necessary information.

(c) Failure mode and effects analysis

Further guidance on performing a failure mode and effects analysis can be found in:

- (1) SAE ARP 4761 (or later revisions); and
- (2) U.S. Department of Defense, ‘Procedures for performing a failure mode, effects and criticality analysis’, Military Standard MIL-STD-1629A (or later revisions).

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ways to provide high-rate and/or automatically triggered global position tracking in existing and future fleets’.

(b) It is advised to take the above into account when setting up the aircraft tracking system.

#### **GM6 CAT.GEN.MPA.205 Aircraft tracking system — Aeroplanes**

PROVIDING CONTACT INFORMATION TO COMPETENT AIR NAVIGATION SERVICE PROVIDERS

One possible way of ensuring that contact information has been made available to all the competent air navigation service providers is to provide in the ATS flight plan (item 18 ‘Other information’) information sufficient to contact the on-duty staff of the aircraft operator.

#### **GM7 CAT.GEN.MPA.205 Aircraft tracking system — Aeroplanes**

GUIDANCE

Additional guidance for the establishment of an aircraft tracking system is found in ICAO Circular 347 – Aircraft Tracking Implementation Guidelines, dated 2017.

*Note 1. Operational procedures for monitoring the aircraft tracking information are contained in PANS-OPS, Volume III, Section 10.*

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