



Date : 2022/05/16 التاريخ :

Ref : 2022/54/SUPDT-R/41 الإشارة :

All KCASR Stockholders and Users

Subject.: Notice of Proposed Amendment's (NPA) No. 2022-07 to Kuwait Civil Aviation Safety Regulations KCASR 6 - OPERATION OF AIRCRAFT PART SPO - SPECIAL OPERATIONS Rev 4.

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 AIRCRAFT PART SPO - SPECIAL OPERATIONS** (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) their comments to DGCA by 07/Jul/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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الطيران المدني
Civil Aviation

دولة الكويت - State of Kuwait

Kuwait Civil Aviation Safety Regulations

KCASR 6 - OPERATION OF AIRCRAFT

PART SPO - SPECIAL OPERATIONS



Amendment Record

Amendment No	Date of Issue	Remarks
1	June 2018	Part Rename
2	October 2018	NPA 2018-32, Up to date with EASA Rev 11 (July 2018)
3	Feb 2020	NPA 2019 – 37 (EFB)
4	Mar 2021	NPA 2021-01 (Up to date with EASA Rev 13 (Oct. 2019))
5	May 2022	NPA 2022-07 non-compliance with ICAO amendment 24,40,47



(c) The minima for a specific type of approach and landing procedure shall be used if:

- (1) the ground equipment required for the intended procedure is operative;
- (2) the aircraft systems required for the type of approach are operative;
- (3) the required aircraft performance criteria are met; and
- (4) the flight crew is qualified appropriately.

(d) The State of Kuwait as the state Operator shall authorize operational credit(s) for operations with advanced aircraft. Where the operational credit relates to low visibility operations, Kuwait DGCA shall issue a specific approval. Such authorizations shall not affect the classification of the instrument approach procedure.

Note 1. Operational credit includes:

for the purposes of an approach ban or dispatch considerations, a minimum below the heliport or landing location operating minima;

Note 2. Guidance on operational credit and how to express the operational credit in the operations specifications is contained in the Manual of All-Weather Operations (Doc 9365)

(e) When issuing a specific approval for the operational credit, Kuwait DGCA shall ensure that:

- (1) the aircraft meets the appropriate airworthiness certification requirements;
- (2) the information necessary to support effective crew tasks for the operation is appropriately available to both pilots where the number of flight crew members specified in the operations manual is more than one;
- (3) the operator has carried out a safety risk assessment of the operations supported by the equipment;
- (4) the operator has established and documented normal and abnormal procedures and MEL;
- (5) the operator has established a training programme for the flight crew members and relevant personnel involved in the flight preparation;
- (6) the operator has established a system for data collection, evaluation and trend monitoring for low visibility operations for which there is an operational credit; and
- (7) the operator has instituted appropriate procedures in respect of continuing airworthiness (maintenance and repair) practices and programmes.

Note 1. Guidance on safety risk assessments is contained in the Safety Management Manual (SMM) (Doc 9859).

~~(4)~~ **Note 2. Guidance on operational approvals is contained in the Manual of All-Weather Operations (Doc 9365).**

SPO.OP.111 Aerodrome operating minima — NPA, APV, CAT I operations

(a) The decision height (DH) to be used for a non-precision approach (NPA) flown with the continuous descent final approach (CDFA) technique, approach procedure with vertical guidance (APV) or category I (CAT I) operation shall not be lower than the highest of:

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