



Date : 2022/05/16 التاريخ :

Ref : 2022/62/SUPDT-R/41 الإشارة :

All KCASR Stockholders and Users

Subject.: Notice of Proposed Amendment's (NPA) No. 2022-09 to Kuwait Civil Aviation Safety Regulations KCASR 6 - OPERATION OF AIRCRAFT PART SPA - SPECIFIC APPROVALS 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 SPA - SPECIFIC APPROVALS (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 SPA – SPECIFIC APPROVALS

Kuwait Civil Aviation Safety Regulations		KCASR 6 – Operation of Aircraft
		Part SPA – Specific Approvals

- (i) the approach is flown using an approved vertical flight path guidance mode;
- (ii) the approach segment from final approach fix (FAF) to runway threshold is straight and the difference between the final approach course and the runway centreline is not greater than 2°;
- (iii) the final approach path is published and not greater than 3.7°;
- (iv) the maximum cross-wind components established during certification of the EVS are not exceeded.

(d) Where aeroplanes are equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, or any combination of those systems into a hybrid system, criteria for the use of such systems for the safe operation of an aeroplane shall be approved established by the State of the Operator.

Note. Information regarding, automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, is contained in the ICAO Manual of All-Weather Operations (Doc 9365).

SPA.LVO.115 Aerodrome related requirements

- (a) The operator shall not use an aerodrome for LVOs below a visibility of 800 m unless:
 - (1) the aerodrome has been approved for such operations by the State of the aerodrome; and
 - (2) low visibility procedures (LVP) have been established.
- (b) If the operator selects an aerodrome where the term LVP is not used, the operator shall ensure that there are equivalent procedures that adhere to the requirements of LVP at the aerodrome. This situation shall be clearly noted in the operations manual or procedures manual including guidance to the flight crew on how to determine that the equivalent LVP are in effect.

SPA.LVO.120 Flight crew training and qualifications

The operator shall ensure that, prior to conducting an LVO:

- (a) each flight crew member:
 - (1) complies with the training and checking requirements prescribed in the operations manual, including flight simulation training device (FSTD) training, in operating to the limiting values of RVR/VIS (visibility) and DH specific to the operation and the aircraft type;
 - (2) is qualified in accordance with the standards prescribed in the operations manual;
- (b) the training and checking is conducted in accordance with a detailed syllabus.

SPA.LVO.125 Operating procedures

- (a) The operator shall establish procedures and instructions to be used for LVOs. These procedures and instructions shall be included in the operations manual or procedures manual and contain the duties of flight crew members during taxiing, take-off, approach, flare, landing, rollout and missed approach operations, as appropriate.
- (b) Prior to commencing an LVO, the pilot-in-command/commander shall be satisfied that:
 - (1) the status of the visual and non-visual facilities is sufficient;
 - (2) appropriate LVPs are in force according to information received from air traffic services (ATS);
 - (3) flight crew members are properly qualified.

Issue 4	Revision 4	Mar 2021	Page 13 of 36
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