

STATE OF KUWAIT

DIRECTORATE GENERAL OF CIVIL AVIATION
AVIATION SAFETY



دولة الكويت
الإدارة العامة للطيران المدني
سلامة الطيران

2025/6/1

2025/63/SUPDT-R/41

All KCASR Stockholders and Users

Subject.: Notice of Proposed Amendment's (NPA) No. 2025-05 to Kuwait Civil Aviation Safety Regulations KCASR 10 – Aeronautical Telecommunications Volume - II 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 10 – Aeronautical Telecommunications Volume - II (issue 4) to comply with ICAO standers and recommended practices up to amendment (94).

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 03/Jul/2025 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 F. Alrajhi

Acting / Deputy Director General
for Aviation Safety, Air Transport & Aviation Security

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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Rev. 11

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HRA

Notes on the presentation of the Amendment
Notice Of Proposed Amendment
(NPA)

The text of the amendment is arranged to show deleted text in Red Color and with a line through it, new text to be inserted is in Blue color as shown below:

~~Text to be deleted is in Red and shown with a line through it.~~

Text to be deleted

New text to be inserted is in Blue Color.

New text to be inserted

~~Text to be deleted is in Red and shown with a line through it,~~ followed by the replacement text which is in Blue Color.

New text to replace existing text

. . . Indicates that remaining text is unchanged in front or following the reflected amendment.

Text is unchanged

Notice Of Safety Regulation Amendment
(NPA, NSRA and Revisions)

| Side bar indicates that text is changed or added.

NPA RESPONSE FORM
NPA



Please add your comments on the proposal by ticking [✓] the appropriate box below.

Any additional constructive comments, suggested amendments or alternative action will be welcome and may be provided on this response sheet or by separate correspondence.

☐ No comments on the proposal.

☐ Comments on the proposal. (Please provide explanatory comment).

Name:

Organization:

Address/Contact No:

E-Mail:

Signature:

Date:

Kuwait Civil Aviation Safety Regulations		KCASR 10 – Aeronautical Telecommunications
		Volume II



Kuwait Civil Aviation Safety Regulations

KCASR 10 – Aeronautical Telecommunications Volume - II

Issue 4	Revision <u>45</u>	July-Oct 2024 <u>2025</u>	Page 1 of 139
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Amendment Record

[illegible]

telecommunications network (AFTN) or ATS message handling services (AMHS) procedures.

Note: “Compatible” is to be interpreted as a mode of operation ensuring that the information exchanged over the meteorological operational channels also can be exchanged over the AFTN or AMHS without harmful effect on the operation of the AFTN or AMHS and vice versa.

4.4. Aeronautical fixed telecommunication network (AFTN)

4.4.1. General

4.4.1.1. Categories of messages. Subject to the provisions of 3.3, the following categories of message shall be handled by the aeronautical fixed telecommunication network:

- (a) distress messages;
- (b) urgency messages;
- (c) flight safety messages;
- (d) meteorological messages;
- (e) flight regularity messages;
- (f) aeronautical information services (AIS) messages;
- (g) aeronautical administrative messages;
- (h) service messages.

4.4.1.1.1. Distress messages (priority indicator SS). This message category shall comprise those messages sent by mobile stations reporting that they are threatened by grave and imminent danger and all other messages relative to the immediate assistance required by the mobile station in distress.

4.4.1.1.2. Urgency messages (priority indicator DD). This category shall comprise messages concerning the safety of a ship, aircraft or other vehicles, or of some person on board or within sight.

4.4.1.1.3. Flight safety messages (priority indicator FF) shall comprise:

- 1. movement and control messages as defined in ICAO PANS-ATM (Doc 4444), Chapter 11;
- 2. messages originated by an aircraft operating agency of immediate concern to aircraft in flight or preparing to depart;
- 3. meteorological messages restricted to SIGMET and AIRMET information; ~~special air-reports; AIRMET messages;~~ volcanic ash and tropical cyclone and Space weather advisory information; and amended forecasts.

4.4.1.1.4. Meteorological messages (priority indicator GG) shall comprise:

and complemented by the additional requirements specified in the Manual on Detailed Technical Specifications for the Aeronautical Telecommunication Network (ATN) using ISO/OSI Standards and Protocols (Doc 9880), Part II. The two sets of documents, the ISO/IEC MOTIS (Message-Oriented Text Interchange System) International Standards and the ITU-T X.400 Series of Recommendations (1988 or later) are, in principle, aligned with each other. However, there are a small number of differences. In the above-mentioned document, reference is made to the relevant ISO International Standards and International Standardized Profiles (ISP), where applicable. Where necessary, e.g. for reasons of interworking or to point out differences, reference is also made to the relevant X.400 Recommendations.

Note 4.— The following types of ATN end systems performing ATS message handling services are defined in the Manual on Detailed Technical Specifications for the Aeronautical Telecommunication Network (ATN) using ISO/OSI Standards and Protocols (Doc 9880), Part II:

Manual of Technical Provisions for the Aeronautical Telecommunication Network (ATN) (Doc 9705), Sub-volume III:

- 1) an ATS message server;
- 2) an ATS message user agent; and
- 3) an AFTN/AMHS gateway (aeronautical fixed telecommunication network/ATS message handling system);

Connections may be established over the internet communications service between any pair constituted of these ATN end systems (see Table 4-1).

Table 4-1. Communications between ATN end systems implementing ATS message handling services

ATN End System 1	ATN End System 2
ATS Message Server	ATS Message Server
ATS Message Server	AFTN/AMHS Gateway
ATS Message Server	ATS Message User Agent
AFTN/AMHS Gateway	AFTN/AMHS Gateway

4.7. Inter-Centre Communications (ICC)

The inter-centre communications (ICC) applications set shall be used to exchange ATS messages between air traffic services ~~users~~ over the ATN/~~IPS~~ internet.

Note 1: The ICC applications set enables the exchange of information in support of the following operational services: