



2025/11/10

All KCASR Stakeholders and Users

2025/347/SUPDT-R/41

Sub.: Regulatory Circular No. 2025-32.

Revision Number 3 to Kuwait Civil Aviation Safety Regulations - KCASR 8 -
AIRWORTHINESS OF AIRCRAFT AND CONTINUOUS
AIRWORTHINESSPART M - CONTINUING AIRWORTHINESS
REQUIREMENTS.

Dear Sir,

Please find enclosed herewith the regulatory circular No. 2025-32 regarding the issuance of KCASR 8 - AIRWORTHINESS OF AIRCRAFT AND CONTINUOUS AIRWORTHINESSPART M - CONTINUING AIRWORTHINESS REQUIREMENTS Rev. 3. This is for your information and distribution to all concerned departments.

Up to date KCASR Parts are published on the DGCA/ASD website (<https://kcasr.dgca.gov.kw>).

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

KCASR 8 - AIRWORTHINESS OF AIRCRAFT AND CONTINUOUS AIRWORTHINESSPART M - CONTINUING AIRWORTHINESS REQUIREMENTS Rev. 3 will be in effect from 11/Nov/2025.

Yours Sincerely,

President of Civil Aviation.

Abdullah F. AlrajhiActing / Deputy Director General
for Aviation Safety, Air Transport & Aviation Security

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Rev 9

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2025/11/10

REGULATORY CIRCULAR (NO. 2025-32)

2025/346/SUPDT-R/41

Subject:

Notice of Amendment to Kuwait Civil Aviation Safety Regulations KCASR (issue 4).

Purpose:

The purpose of this Regulatory Circular No. **2025-32** is to Amend KCASR 8 - AIRWORTHINESS OF AIRCRAFT AND CONTINUOUS AIRWORTHINESSPART M - CONTINUING AIRWORTHINESS REQUIREMENTS (issue 5) to comply with DGCA requirements.

Revisions:

This amendment will be included in the revision (03) of KCASR 8 - AIRWORTHINESS OF AIRCRAFT AND CONTINUOUS AIRWORTHINESSPART M - CONTINUING AIRWORTHINESS REQUIREMENTS.

Regulatory Requirements:

This amendment shall apply to the following Organizations approved by the Directorate General of Civil Aviation (DGCA) or authorised to operate within the State of Kuwait:

1. Airport Operators;
2. Air Navigation Service Providers;
3. Air Operator Certificate (AOC);
4. Approved Maintenance Organizations (AMO) Holders;
5. Ground Handling Service Providers;
6. Training Organizations;
7. All users of KCASRs.

Effective Date:

This new revision will be in effect from **11/Nov/2025**.

Required Action:

All users of KCASR must comply with the provisions of this amendment from the effective date.


President of Civil Aviation

Abdullah F. Alrajhi
Acting / Deputy Director General
for Aviation Safety, Air Transport & Aviation Security

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Kuwait Civil Aviation Safety Regulations		KCASR 8 –Airworthiness of Aircraft & Continuous Airworthiness
		Part M - Continuing Airworthiness Requirements



Kuwait Civil Aviation Safety Regulations

KCASR 8 - AIRWORTHINESS OF AIRCRAFT AND CONTINUOUS AIRWORTHINESS

PART M - CONTINUING AIRWORTHINESS REQUIREMENTS

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Amendment Record

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Kuwait Civil Aviation Safety Regulations		KCASR 8 –Airworthiness of Aircraft & Continuous Airworthiness
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Control of this Document

DC.1 Introduction

DC.1.1 Pursuant to Law No. (30) of the year 1960 and subsequent Ministerial Decisions No. (3) of the year 1986, No (18) of the year 1990, and No (3) of the year 1996, based upon that Law, the President of the Kuwait Directorate General of Civil Aviation is empowered to adopt and amend Kuwait Civil Aviation Safety Regulations. In accordance herewith, the following Regulation is hereby established for compliance by all persons concerned. This regulation shall be known as KCASR 8 - Part M Continuing Airworthiness Requirements and any reference to this title shall mean referring to these regulations governing the basic requirements to be met for civil aviation in the State of Kuwait.

DC.2 Authority for this Regulation

DC.2.1 This KCASR 8 - Part M Continuing Airworthiness Requirements is issued on the authority of the President of the Kuwait Directorate General of Civil Aviation.

DC.3 Applicability

DC.3.1 This KCASR 8 - Part M Continuing Airworthiness Requirements is applicable to the aviation industry of the State of Kuwait.

DC.4 Scope

DC.4.1 KCASR 8 Airworthiness of Aircraft and Continuous Airworthiness contains the basic requirements to be met for civil aviation in the State of Kuwait, and shows compliance with ICAO Annexes. The regulations in KCASR 8 are separated into the following parts with cross references between parts where applicable.

- Part GEN-AIR (General Requirements for Airworthiness)
- Part 21 Certification of Aircraft, Parts and Appliances
- **Part M: Continuing Airworthiness Requirements**
- Part 145: Maintenance Organisations Approvals

DC.5 Definitions

DC.5.1 Terms not defined above shall have the meaning given to them in the relevant legal instruments or international legal instruments in which they appear, especially as they appear in the Convention and its Annexes.

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Section A - Technical Requirements

Reserved

<i>Kuwait Civil Aviation Safety Regulations</i>		<i>KCASR 8 –Airworthiness of Aircraft & Continuous Airworthiness</i>
		<i>Part M - Continuing Airworthiness Requirements</i>

Subpart A - General

M.A.101 Scope

This section establishes the measures to be taken to ensure that airworthiness is maintained, including maintenance. It also specifies the conditions to be met by the persons or organisations involved in such continuing airworthiness management.

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Subpart B - Accountability

M.A.201 Responsibilities

- (a) The owner is responsible for the continuing airworthiness of an aircraft and shall ensure that no flight takes place unless:
 - (1) the aircraft is maintained in an airworthy condition, and;
 - (2) any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable, and;
 - (3) the airworthiness certificate remains valid, and;
 - (4) the maintenance of the aircraft is performed in accordance with the approved maintenance programme as specified in M.A.302.
- (b) When the aircraft is leased, the responsibilities of the owner are transferred to the lessee if:
 - (1) the lessee is stipulated on the registration document, or;
 - (2) detailed in the leasing contract.

Note. When reference is made in this Part to the 'owner', the term owner covers the owner or the lessee, as applicable.
- (c) Any person or organisation performing maintenance shall be responsible for the tasks performed.
- (d) The pilot-in-command or, in the case of commercial air transport, the operator shall be responsible for the satisfactory accomplishment of the pre-flight inspection. This inspection must be carried out by the pilot or another qualified person.
- (e) In order to satisfy the responsibilities of paragraph (a);
 - (1) the owner of an aircraft may contract the tasks associated with continuing airworthiness to an approved continuing airworthiness management organisation as specified in M.A. Subpart G (continuing airworthiness management organisation hereinafter) in accordance with Appendix I. In this case, the continuing airworthiness management organisation assumes responsibility for the proper accomplishment of these tasks.
 - (2) an owner who decides to manage the continuing airworthiness of the aircraft under its own responsibility, without a contract in accordance with Appendix I, may nevertheless make a limited contract with a continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this KCASR 8, Part M, for the development of the maintenance programme and its approval in accordance with point M.A.302. In that case, the limited contract transfers the responsibility for the development and approval of the maintenance programme to the contracted continuing airworthiness management organisation.
- (f) In the case of large aircraft, in order to satisfy the responsibilities of paragraph (a) the owner of an aircraft shall ensure that the tasks associated with continuing airworthiness are performed by an approved continuing airworthiness management organisation. A written contract shall be made in accordance with Appendix I. In this case, the continuing airworthiness management organisation assumes responsibility for the proper accomplishment of these tasks.

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- (g) Maintenance of large aircraft, aircraft used for commercial air transport and components thereof shall be carried out by a KCASR 8 - Part 145 approved maintenance organisation.
- (h) In the case of commercial air transport the operator is responsible for the continuing airworthiness of the aircraft it operates and shall:
 - (1) be approved, as part of the air operator certificate issued by the Kuwait DGCA, pursuant to M.A. Subpart G for the aircraft it operates; and
 - (2) be approved in accordance with KCASR 8 - Part 145 or contract such an organisation; and
 - (3) ensure that paragraph (a) is satisfied.
- (i) When an operator is requested by the Kuwait DGCA to hold a certificate for its operational activities, other than for commercial air transport, it shall:
 - (1) be appropriately approved, pursuant to M.A. Subpart G, for the management of the continuing airworthiness of the aircraft it operates or contract such an organisation; and
 - (2) be appropriately approved in accordance with KCASR 8 - Part 145, or contract such organisations; and
 - (3) ensure that paragraph (a) is satisfied.
- (j) The owner/operator is responsible for granting the Kuwait DGCA access to the organisation/aircraft to determine continued compliance with this Part.
- (k) The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, approved by the Kuwait DGCA, containing the information (l) below. The design and application of the operator's maintenance programme shall observe Human Factors principles
- (l) A maintenance programme for each aeroplane as required by (k) above shall contain the following information:
 - i) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilization of the aeroplane;
 - ii) when applicable, a continuing structural integrity programme;
 - iii) procedures for changing or deviating from i) and ii) above;
 - vi) when applicable, condition monitoring and reliability programme descriptions for aircraft systems, components and engines; and
 - v) Maintenance tasks and intervals that have been specified as mandatory in approval of the type design shall be identified as such.

M.A.202 Occurrence reporting

- (a) Any person or organisation responsible under M.A.201 shall report to the Kuwait DGCA, the State of Registry, and the organisation responsible for the aircraft type design any fault, malfunction, defect, or other condition of an aircraft, engine, propeller, or component that has resulted, or may result, in an unsafe condition affecting continuing airworthiness. Where the condition relates to an engine or propeller, the organisation shall also report the condition to the organisation responsible for the engine or propeller type design.

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Where the condition is associated with a modification or repair, the organisation shall also report it to the individual or organisation responsible for the design of that modification or repair.

- (b) Reports shall be made in a manner established by the Kuwait DGCA and contain all pertinent information about the condition known to the person or organisation.
- (c) Where the person or organisation maintaining the aircraft is contracted by an owner or an operator to carry out maintenance, the person or the organisation maintaining the aircraft shall also report to the owner, the operator or the continuing airworthiness management organisation any such condition affecting the owner's or the operator's aircraft or component.
- (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the person or organisation identifying the condition to which the report relates.

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Subpart C - Continuing Airworthiness

M.A.301 Continuing airworthiness tasks

- (a) The aircraft continuing airworthiness and the serviceability of both operational and emergency equipment shall be ensured by:
 - (1) the accomplishment of pre-flight inspections;
 - (2) the rectification to an officially recognised standard of any defect and damage affecting safe operation taking into account, for all large aircraft or aircraft used for commercial air transport, the minimum equipment list and configuration deviation list if applicable to the aircraft type;
 - (3) the accomplishment of all maintenance, in accordance with the M.A.302 approved aircraft maintenance programme;
 - (4) for all large aircraft or aircraft used for commercial air transport the analysis of the effectiveness of the M.A.302 approved maintenance programme;
 - (5) the accomplishment of any applicable:
 - (i) airworthiness directive,
 - (ii) operational directive with a continuing airworthiness impact,
 - (iii) continued airworthiness requirement established by the Kuwait DGCA,
 - (iv) measures mandated by the Kuwait DGCA in immediate reaction to a safety problem;
 - (6) the accomplishment of modifications and repairs in accordance with M.A.304;
 - (7) for non-mandatory modifications and/or inspections, for all large aircraft or aircraft used for commercial air transport the establishment of an embodiment policy;
 - (8) maintenance check flights when necessary.

M.A.302 Maintenance programme

- (a) Maintenance of each aircraft shall be organised in accordance with an approved maintenance programme.
- (b) The aircraft maintenance programme and any subsequent amendments shall be approved by the Kuwait DGCA.
- (c) When the continuing airworthiness of the aircraft is managed by a continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this KCASR 8 - Part M, the aircraft maintenance programme and its amendments may be approved through an indirect approval procedure.
 - (1) in that case, the indirect approval procedure shall be established by the continuing airworthiness management organisation as part of the Continuing Airworthiness Management Exposition and shall be approved by the Kuwait DGCA.
 - (2) reserved
- (d) The aircraft maintenance programme must establish compliance with:
 - (1) instructions issued by the Kuwait DGCA;

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(2) instructions for continuing airworthiness:

- (i) issued by the holders of the type certificate, restricted type-certificate, supplemental type-certificate, major repair design approval, TSO authorisation or any other relevant approval issued by a State of Design acceptable to Kuwait DGCA in accordance with KCASR 8 - Part 21 Subparts B, D, K and M .
- (ii) reserved;
- (3) additional or alternative instructions proposed by the owner or the continuing airworthiness management organisation once approved in accordance with point M.A.302, except for intervals of safety related tasks referred in paragraph (e), which may be escalated, subject to sufficient reviews carried out in accordance with paragraph (g) and only when subject to direct approval in accordance with point M.A.302(b).
- (e) The aircraft maintenance programme shall contain details, including frequency, of all maintenance to be carried out, including any specific tasks linked to the type and the specificity of operations.
- (f) For large aircraft, when the maintenance programme is based on maintenance steering group logic or on condition monitoring, the aircraft maintenance programme shall include a reliability programme.
- (g) The aircraft maintenance programme shall be subject to periodic reviews and amended accordingly when necessary. These reviews will ensure that the programme continues to be valid in light of the operating experience and instructions from the Kuwait DGCA whilst taking into account new and/or modified maintenance instructions promulgated by the type certificate and supplementary type certificate holders and any other organisation acceptable to the Kuwait DGCA in accordance with KCASR 8 - Part 21 that publishes such data.

M.A.303 Airworthiness directives

Any applicable airworthiness directive must be carried out within the requirements of that airworthiness directive, unless otherwise specified by the Kuwait DGCA.

M.A.304 Data for modifications and repairs

Damage shall be assessed and modifications and repairs carried out using as appropriate:

- (a) data approved by the Kuwait DGCA in accordance with KCASR 8 - Part 21;
- (b) reserved
- (c) reserved

M.A.305 Aircraft continuing airworthiness record system

- (a) At the completion of any maintenance, the certificate of release to service required by point M.A.801 or point 145.A.50 shall be entered in the aircraft continuing airworthiness records. Each entry shall be made as soon as practicable but in no event more than 30 days after the day of maintenance action.
- (b) The aircraft continuing airworthiness records shall consist of:

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- (1) An aircraft logbook, engine logbook(s) or engine module log cards, propeller logbook(s) and log cards, for any service life limited component as appropriate, and,
 - (2) When required in point M.A.306 for commercial air transport or by the Kuwait DGCA for commercial operations other than commercial air transport, the operator's technical log.
- (c) The aircraft type and registration mark, the date, together with total flight time and/or flight cycles and/or landings, as appropriate, shall be entered in the aircraft logbooks.
- (d) The aircraft continuing airworthiness records shall contain the current:
- (1) status of airworthiness directives and measures mandated by the Kuwait DGCA in immediate reaction to a safety problem;
 - (2) status of modifications and repairs;
 - (3) status of compliance with maintenance programme;
 - (4) status of service life limited components;
 - (5) mass and balance report;
 - (6) list of deferred maintenance.
- (e) In addition to the authorised release document, DGCA Form 1 or equivalent, the following information relevant to any component installed shall be entered in the appropriate engine or propeller logbook, engine module or service life limited component log card:
- (1) Identification of the component, and;
 - (2) The type, serial number and registration, as appropriate, of the aircraft, engine, propeller, engine module or service life-limited component to which the particular component has been fitted, along with the reference to the installation and removal of the component; and
 - (3) The date together with the component's accumulated total flight time and/or flight cycles and/or landings and/or calendar time, as appropriate; and
 - (4) The current paragraph (d) information applicable to the component.
- (f) The person responsible for the management of continuing airworthiness tasks pursuant to M.A. Subpart B, shall control the records as detailed in this paragraph and present the records to the Kuwait DGCA upon request.
- (g) All entries made in the aircraft continuing airworthiness records shall be clear and accurate. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry.
- (h) An owner or operator shall ensure that a system has been established to keep the following records for the periods specified:
- (1) all detailed maintenance records in respect of the aircraft and any service life-limited component fitted thereto, until such time as the information contained therein is superseded by new information equivalent in scope and detail but not less than 36 months after the aircraft or component has been released to service; and

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- (2) the total time in service (hours, calendar time, cycles and landings) of the aircraft and all service life-limited components, at least 12 months after the aircraft or component has been permanently withdrawn from service; and
- (3) the time in service (hours, calendar time, cycles and landings) as appropriate, since last scheduled maintenance of the component subjected to a service life limit, at least until the component scheduled maintenance has been superseded by another scheduled maintenance of equivalent work scope and detail; and
- (4) the current status of compliance with maintenance programme such that compliance with the approved aircraft maintenance programme can be established, at least until the aircraft or component scheduled maintenance has been superseded by other scheduled maintenance of equivalent work scope and detail; and
- (5) the current status of airworthiness directives applicable to the aircraft and components, at least 12 months after the aircraft or component has been permanently withdrawn from service; and
- (6) details of current modifications and repairs to the aircraft, engine(s), propeller(s) and any other component vital to flight safety, at least 12 months after they have been permanently withdrawn from service.

M.A.306 Operator's technical log system

- (a) In the case of commercial air transport, in addition to the requirements of M.A.305, an operator shall use an aircraft technical log system containing the following information for each aircraft:
 - (1) Information about each flight, necessary to ensure continued flight safety, and;
 - (2) The current aircraft certificate of release to service, and;
 - (3) The current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the Kuwait DGCA may agree to the maintenance statement being kept elsewhere, and;
 - (4) All outstanding deferred defects rectifications that affect the operation of the aircraft, and;
 - (5) Any necessary guidance instructions on maintenance support arrangements.
- (b) The aircraft technical log system and any subsequent amendment shall be approved by the Kuwait DGCA.
- (c) An operator shall ensure that the aircraft technical log is retained for 36 months after the date of the last entry.

M.A.307 Transfer of aircraft continuing airworthiness records

- (a) The owner or operator shall ensure when an aircraft is permanently transferred from one owner or operator to another that the M.A.305 continuing airworthiness records and, if applicable, M.A.306 operator's technical logs are also transferred.
- (b) The owner shall ensure, when he contracts the continuing airworthiness management tasks to a continuing airworthiness management organisation,

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that the M.A.305 continuing airworthiness records are transferred to the organisation.

- (c) The time periods prescribed for the retention of records shall continue to apply to the new owner, operator or continuing airworthiness management organisation.

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Subpart D - Maintenance Standards

M.A.401 Maintenance data

- (a) The person or organisation maintaining an aircraft shall have access to and use only applicable current maintenance data in the performance of maintenance including modifications and repairs.
- (b) For the purposes of this Part, applicable maintenance data is:
 - (1) any applicable requirement, procedure, standard or information issued by the Kuwait DGCA,
 - (2) any applicable airworthiness directive,
 - (3) applicable instructions for continuing airworthiness, issued by type certificate holders, supplementary type certificate holders and any other organisation that publishes such data in accordance with KCASR 8 - Part 21 or equivalent.
 - (4) any applicable data issued in accordance with 145.A.45(d).
- (c) The person or organisation maintaining an aircraft shall ensure that all applicable maintenance data is current and readily available for use when required. The person or organisation shall establish a work card or worksheet system to be used and shall either transcribe accurately the maintenance data onto such work cards or worksheets or make precise reference to the particular maintenance task or tasks contained in such maintenance data.

M.A.402 Performance of maintenance

- (a) All maintenance shall be performed by qualified personnel, following the methods, techniques, standards and instructions specified in the M.A.401 maintenance data. Furthermore, an independent inspection shall be carried out after any flight safety sensitive maintenance task unless otherwise specified by KCASR 8 - Part 145 or agreed by the Kuwait DGCA.
- (b) All maintenance shall be performed using the tools, equipment and material specified in the M.A.401 maintenance data unless otherwise specified by KCASR 8 - Part 145. Where necessary, tools and equipment shall be controlled and calibrated to an officially recognised standard.
- (c) The area in which maintenance is carried out shall be well organised and clean in respect of dirt and contamination.
- (d) All maintenance shall be performed within any environmental limitations specified in the M.A.401 maintenance data.
- (e) In case of inclement weather or lengthy maintenance, proper facilities shall be used.
- (f) Ensure that the risk of multiple errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimised.
- (g) Ensure that an error capturing method is implemented after the performance of any critical maintenance tasks.
- (h) After completion of all maintenance, a general verification must be carried out to ensure the aircraft or component is clear of all tools, equipment and any

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other extraneous parts and material, and that all access panels removed have been refitted.

M.A.403 Aircraft defects

- (a) Any aircraft defect that hazards seriously the flight safety shall be rectified before further flight.
- (b) Only the authorised certifying staff, according to, M.A.801(b)2 or KCASR 8 - Part 145 can decide, using M.A.401 maintenance data, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification action shall be taken before further flight and which defect rectification can be deferred. However, this does not apply when the approved minimum equipment list as mandated by the Kuwait DGCA is used by the pilot; or, By the authorised certifying staff.
- (c) Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data.
- (d) Any defect not rectified before flight shall be recorded in the M.A.305 aircraft maintenance record system or M.A.306 operator's technical log system as applicable.

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Subpart E - Components

M.A.501 Installation

- (a) No component may be fitted unless it is in a satisfactory condition, has been appropriately released to service on a DGCA Form 1 or equivalent and is marked in accordance with KCASR 8 - Part 21 Subpart Q, or equivalent unless otherwise specified in KCASR 8 - Part 145.
- (b) Prior to installation of a component on an aircraft the person or approved maintenance organisation shall ensure that the particular component is eligible to be fitted when different modification and/or airworthiness directive configurations may be applicable.
- (c) Standard parts shall only be fitted to an aircraft or a component when the maintenance data specifies the particular standard part. Standard parts shall only be fitted when accompanied by evidence of conformity traceable to the applicable standard.
- (d) Material being either raw material or consumable material shall only be used on an aircraft or a component when the aircraft or component manufacturer states so in relevant maintenance data or as specified in KCASR 8 - Part 145. Such material shall only be used when the material meets the required specification and has appropriate traceability. All material must be accompanied by documentation clearly relating to the particular material and containing conformity to specification statement plus both the manufacturing and supplier source.

M.A.502 Component maintenance

- (a) The maintenance of components shall be performed by maintenance organisations appropriately approved in accordance with KCASR 8 - Part 145.
- (b) By derogation from paragraph (a), maintenance of a component in accordance with aircraft maintenance data or, if agreed by the Kuwait DGCA, in accordance with component maintenance data, may be performed by an A rated organisation approved in accordance with KCASR 8 - Part 145 as well as by certifying staff referred to in point M.A.801(b) 2 only whilst such components are fitted to the aircraft. Nevertheless, such organisation or certifying staff may temporarily remove this component for maintenance, in order to improve access to the component, except when such removal generates the need for additional maintenance not eligible for the provisions of this paragraph. Component maintenance performed in accordance with this paragraph is not eligible for the issuance of a DGCA Form 1 and shall be subject to the aircraft release requirements provided for in point M.A.801.
- (c) By derogation from paragraph (a), maintenance of an engine/Auxiliary Power Unit (APU) component in accordance with engine/APU maintenance data or, if agreed by the Kuwait DGCA, in accordance with component maintenance data, may be performed by a B rated organisation approved in accordance with KCASR 8 - Part 145 only whilst such components are fitted to the engine/APU. Nevertheless, such B rated organisation may temporarily remove this component for maintenance, in order to improve access to the component, except when such removal generates the need for additional maintenance not eligible for the provisions of this paragraph.
- (d) Reserved
- (e) Reserved

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M.A.503 Service life limited components

- (a) Installed service life limited components shall not exceed the approved service life limit as specified in the approved maintenance programme and airworthiness directives, except as provided for in point M.A.504(c).
- (b) The approved service life is expressed in calendar time, flight hours, landings or cycles, as appropriate.
- (c) At the end the approved service life, the component must be removed from the aircraft for maintenance, or for disposal in the case of components with a certified life limit.

M.A.504 Control of unserviceable components

- (a) A component shall be considered unserviceable in any one of the following circumstances:
 - (1) expiry of the service life limit as defined in the maintenance program;
 - (2) non-compliance with the applicable airworthiness directives and other continued airworthiness requirement mandated by the Kuwait DGCA;
 - (3) absence of the necessary information to determine the airworthiness status or eligibility for installation;
 - (4) evidence of defects or malfunctions;
 - (5) involvement in an incident or accident likely to affect its serviceability.
- (b) Unserviceable components shall be identified and stored in a secure location under the control of an approved maintenance organisation until a decision is made on the future status of such component. Nevertheless, for aircraft not used in commercial air transport other than large aircraft, the person or organisation that declared the component unserviceable may transfer its custody, after identifying it as unserviceable, to the aircraft owner provided that such transfer is reflected in the aircraft logbook or engine logbook or component logbook.
- (c) Components which have reached their certified life limit or contain a non-repairable defect shall be classified as unsalvageable and shall not be permitted to re-enter the component supply system, unless certified life limits have been extended or a repair solution has been approved according to M.A.304.
- (d) Notwithstanding paragraph (c) a person or organisation accountable under KCASR 8 - Part M may transfer responsibility of components classified as unsalvageable to an organisation for training or research without mutilation.

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Subpart F - Maintenance Organisations

Reserved: Not Applicable in the State of Kuwait

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Subpart G - Continuing Airworthiness Management Organisation

M.A.701 Scope

This Subpart establishes the requirements to be met by an organisation to qualify for the issue or continuation of an approval for the management of aircraft continuing airworthiness.

M.A.702 Application

An application for issue or variation of a continuing airworthiness management organisation approval shall be made on a form and in a manner established by the Kuwait DGCA.

M.A.703 Extent of approval

- (a) The approval is indicated on a certificate included in Appendix VI issued by the Kuwait DGCA.
- (b) Notwithstanding paragraph (a), for commercial air transport, the approval shall be part of the air operator certificate issued by the Kuwait DGCA, for the aircraft operated.
- (c) The scope of work deemed to constitute the approval shall be specified in the continuing airworthiness management exposition in accordance with point M.A.704.

M.A.704 Continuing airworthiness management exposition

- (a) The continuing airworthiness management organisation shall provide a continuing airworthiness management exposition containing the following information:
 - (1) a statement signed by the accountable manager to confirm that the organisation will work in accordance with this Part and the exposition at all times, and;
 - (2) the organisation's scope of work, and;
 - (3) the title(s) and name(s) of person(s) referred to in M.A.706(a), M.A.706(c), M.A.706(d) and M.A.706(i);
 - (4) an organisation chart showing associated chains of responsibility between the person(s) referred to in M.A.706(a), M.A.706(c), M.A.706(d) and M.A.706(i);
 - (5) a list of the airworthiness staff referred to in point M.A.707;
 - (6) a general description and location of the facilities, and;
 - (7) procedures specifying how the continuing airworthiness management organisation ensures compliance with this KCASR 8 - Part M,
 - (8) the continuing airworthiness management exposition amendment procedures, and
 - (9) the list of approved aircraft maintenance programmes, or, for aircraft not involved in commercial air transport, the list of "generic" and "baseline" maintenance programmes.
- (b) The continuing airworthiness management exposition and its amendments shall be approved by the Kuwait DGCA.

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- (c) Notwithstanding paragraph (b), minor amendments to the exposition may be approved through an exposition procedure (hereinafter called indirect approval) provided it is agreed upon by Kuwait DGCA.
- (d) The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance control manual, acceptable to the Kuwait DGCA, in accordance with the requirements of (e) Bellow. The design of the manual shall observe Human Factors principles.
- (e) a description of the procedures required by (d) above including, when applicable:
 - 1) a description of the administrative arrangements between the operator and the approved maintenance organization;
 - 2) a description of the maintenance procedures and the procedures for completing and signing a maintenance release when maintenance is based on a system other than that of an approved maintenance organization.

M.A.705 Facilities

The continuing airworthiness management organisation shall provide suitable office accommodation at appropriate locations for the personnel specified in M.A.706.

M.A.706 Personnel requirements

- (a) The organisation shall appoint an accountable manager, who has corporate authority for ensuring that all continuing airworthiness management activities can be financed and carried out in accordance with this Part.
- (b) For commercial air transport the paragraph (a) accountable manager shall be the person who also has corporate authority for ensuring that all the operations of the operator can be financed and carried out to the standard required for the issue of an air operator's certificate.
- (c) A person or group of persons shall be nominated with the responsibility of ensuring that the organisation is always in compliance with this Subpart. Such person(s) shall be ultimately responsible to the accountable manager.
- (d) For commercial air transport, the accountable manager shall designate a nominated post holder. This person shall be responsible for the management and supervision of continuing airworthiness activities, pursuant to paragraph (c).
- (e) The nominated post holder referred to in paragraph (d) shall not be employed by a KCASR 8 - Part 145 approved organisation under contract to the operator, unless specifically agreed by the Kuwait DGCA.
- (f) The organisation shall have sufficient appropriately qualified staff for the expected work.
- (g) All paragraph (c) and (d) persons shall be able to show relevant knowledge, background and appropriate experience related to aircraft continuing airworthiness.
- (h) The qualification of all personnel involved in continuing airworthiness management shall be recorded.
- (i) For organisations producing Airworthiness Review Reports in accordance with Subpart I to KCASR 8 - Part M, the organisation shall nominate persons authorised to do so, subject to approval by the Kuwait DGCA.

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- (j) The organisation shall define and keep updated in the continuing airworthiness management exposition the title(s) and name(s) of person(s) referred to in points M.A.706(a), M.A.706(c), M.A.706(d) and M.A.706(i)
- (k) For all large aircraft and for aircraft used for commercial air transport the organisation shall establish and control the competence of personnel involved in the continuing airworthiness management, airworthiness review and/or quality audits in accordance with a procedure and a standard agreed by the Kuwait DGCA.

M.A.707 Airworthiness review staff

- (a) To be approved to carry out airworthiness reviews and prepare Airworthiness Review Reports an approved continuing airworthiness management organisation shall have appropriate airworthiness review staff to issue airworthiness review reports (See Appendix III).
 - (1) for all aircraft used in commercial air transport, and aircraft above 2730 kg MTOM, except balloons, these staff shall have acquired:
 - (i) at least five years' experience in continuing airworthiness, and
 - (ii) an appropriate license in compliance with KCASR 1 - Part 66 or an aeronautical degree or a national equivalent; and
 - (iii) formal aeronautical maintenance training; and
 - (iv) a position within the approved organisation with appropriate responsibilities.
 - (v) notwithstanding points (i) to (iv), the license requirement laid down in point M.A.707(a)1(ii) may be replaced by five years of experience in continuing airworthiness additional to those already required by point M.A.707(a)1(i).
 - (2) for aircraft not used in commercial air transport of 2730 kg MTOM and below, and balloons, these staff shall have acquired:
 - (i) at least three years' experience in continuing airworthiness; and
 - (ii) an appropriate license in compliance with KCASR 1 - Part 66 or an aeronautical degree or a national equivalent; and
 - (iii) appropriate aeronautical maintenance training; and
 - (iv) a position within the approved organisation with appropriate responsibilities;
 - (v) notwithstanding points (i) to (iv), the license requirement laid down in point M.A.707(a)2(ii) may be replaced by four years of experience in continuing airworthiness additional to those already required by point M.A.707(a)2(i).
- (b) Airworthiness review staff nominated by the approved continuing airworthiness organisation can only be issued an authorisation by the approved continuing airworthiness organisation when formally accepted by the Kuwait DGCA after satisfactory completion of an Airworthiness Review Report under supervision.
- (c) The organisation shall ensure that aircraft airworthiness review staff can demonstrate appropriate recent continuing airworthiness management experience.

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- (d) Airworthiness review staff shall be identified by listing each person in the continuing airworthiness management exposition together with their airworthiness review authorisation reference.
- (e) The organisation shall maintain a record of all airworthiness review staff, which shall include details of any appropriate qualification held together with a summary of relevant continuing airworthiness management experience and training and a copy of the authorisation. This record shall be retained until two years after the airworthiness review staff have left the organisation.

M.A.708 Continuing airworthiness management

- (a) All continuing airworthiness management shall be carried out according to the prescriptions of M.A Subpart C.
- (b) For every aircraft managed, the approved continuing airworthiness management organisation shall:
 - (1) develop and control a maintenance programme for the aircraft managed including any applicable reliability programme,
 - (2) present the aircraft maintenance programme and its amendments to the Kuwait DGCA for approval, unless covered by an indirect approval procedure in accordance with point M.A.302(c), and provide a copy of the programme to the owner of aircraft not involved in commercial air transport,
 - (3) manage the approval of modification and repairs,
 - (4) ensure that all maintenance is carried out in accordance with the approved maintenance programme and released in accordance with M.A. Subpart H,
 - (5) ensure that all applicable airworthiness directives and operational directives with a continuing airworthiness impact, are applied,
 - (6) ensure that all defects discovered during scheduled maintenance or reported are corrected by an appropriately approved maintenance organisation,
 - (7) ensure that the aircraft is taken to an appropriately approved maintenance organisation whenever necessary,
 - (8) coordinate scheduled maintenance, the application of airworthiness directives, the replacement of service life limited parts, and component inspection to ensure the work is carried out properly,
 - (9) manage and archive all continuing airworthiness records and/or operator's technical log.
 - (10) ensure that the mass and balance statement reflects the current status of the aircraft.
- (c) In the case of commercial air transport, when the operator is not appropriately approved to KCASR 8 - Part 145, the operator shall establish a written maintenance contract between the operator and a KCASR 8 - Part 145 approved organisation or another operator, detailing the functions specified under M.A.301(a)(2), M.A.301(a)(3), M.A.301(a)(5) and M.A.301(a)(6), ensuring that all maintenance is ultimately carried out by a KCASR 8 - Part 145 approved maintenance organisation and defining the support of the quality functions of

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M.A.712 (b). The aircraft base, scheduled line maintenance and engine maintenance contracts, together with all amendments, shall be approved by the Kuwait DGCA. However, in the case of:

- (1) an aircraft requiring unscheduled line maintenance, the contract may be in the form of individual work orders addressed to the KCASR 8 - Part 145 maintenance organisation.
- (2) component maintenance, including engine maintenance, the contract as referred to in paragraph (c) may be in the form of individual work orders addressed to the KCASR 8 - Part 145 maintenance organisation.

M.A.709 Documentation

- (a) The approved continuing airworthiness management organisation shall hold and use applicable current maintenance data in accordance with point M.A.401 for the performance of continuing airworthiness tasks referred to in point M.A.708. This data may be provided by the owner or the operator, subject to an appropriate contract being established with such an owner or operator. In such case, the continuing airworthiness management organisation only needs to keep such data for the duration of the contract, except when required by point M.A.714.
- (b) For aircraft not involved in commercial air transport, the approved continuing airworthiness management organisation may develop “baseline” and/or “generic” maintenance programmes in order to allow for the initial approval and/or the extension of the scope of an approval without having the contracts referred to in Appendix I to this KCASR 8 - Part M. These “baseline” and/or “generic” maintenance programmes however do not preclude the need to establish an adequate Aircraft Maintenance Programme in compliance with point M.A.302 in due time before exercising the privileges referred to in point M.A.711.

M.A.710 Airworthiness review and airworthiness review report

- (a) To satisfy the requirement for the airworthiness review of an aircraft referred to in M.A.901 to support the issue or renewal of a Certificate of Airworthiness, a full documented review of the aircraft records shall be carried out by the approved continuing airworthiness management organisation in order to be satisfied that:
 - (1) airframe, engine and propeller flying hours and associated flight cycles have been properly recorded, and;
 - (2) the flight manual is applicable to the aircraft configuration and reflects the latest revision status, and;
 - (3) all the maintenance due on the aircraft according to the approved maintenance programme has been carried out, and;
 - (4) all known defects have been corrected or, when applicable, carried forward in a controlled manner, and;
 - (5) all applicable airworthiness directives have been applied and properly registered, and;
 - (6) all modifications and repairs applied to the aircraft have been registered and are approved according to KCASR 8 - Part 21 or equivalent, and;
 - (7) all service life limited components installed on the aircraft are properly identified, registered and have not exceeded their approved service life limited, and;

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- (8) all maintenance has been released in accordance with this KCASR 8 - Part M, and;
 - (9) the current mass and balance statement reflects the configuration of the aircraft and is valid, and;
 - (10) the aircraft complies with the latest revision of its type design approved/accepted by the Kuwait DGCA, and;
 - (11) if required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with Subpart I of the KCASR 8 - Part 21
- (b) The airworthiness review staff of the approved continuing airworthiness management organisation shall carry out a physical survey of the aircraft. For this survey, airworthiness review staff not appropriately qualified to KCASR 1 - Part 66 shall be assisted by such qualified personnel.
- (c) Through the physical survey of the aircraft, the airworthiness review staff shall ensure that:
- (1) all required markings and placards are properly installed; and
 - (2) the aircraft complies with its approved flight manual; and
 - (3) the aircraft configuration complies with the approved documentation; and
 - (4) no evident defect can be found that has not been addressed according to point M.A.403; and
 - (5) no inconsistencies can be found between the aircraft and the paragraph (a) documented review of records.
- (d) By derogation to point M.A.901(a), the airworthiness review can be anticipated by a maximum period of 30 days without loss of continuity of the airworthiness review pattern, to allow the physical review to take place during a maintenance check.
- (e) The airworthiness review report (DGCA Form 1290 See Appendix III) for the recommendation for the issue of the Certificate of Airworthiness can only be issued:
- (1) by airworthiness review staff appropriately authorised in accordance with point M.A.707 on behalf of the approved continuing airworthiness management organisation or by the Kuwait DGCA; and
 - (2) when satisfied that the airworthiness review has been completely carried out and that there is no non-compliance which is known to endanger flight safety.
- (f) A copy of any Airworthiness Review Report issued shall be sent to the Kuwait DGCA of that aircraft no later than 30 days from the date of issue, or renewal of the Certificate of Airworthiness.
- (g) Airworthiness review tasks shall not be sub-contracted.
- (h) Should the outcome of the airworthiness review be inconclusive, the Kuwait DGCA shall be informed as soon as practicable but in any case within 72 hours of the organisation identifying the condition to which the review relates.

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M.A.711 Privileges of the organisation

- (a) A continuing airworthiness management organisation approved in accordance with, Subpart G of this KCASR 8 - Part M may:
 - (1) Manage the continuing airworthiness of aircraft involved in commercial air transport, as listed on the approval certificate.
 - (2) manage the continuing airworthiness of commercial air transport aircraft when listed both on its approval certificate and on its Air Operator Certificate (AOC);
 - (3) arrange to carry out limited continuing airworthiness tasks with any contracted organisation, working under its quality system, as listed on the approval certificate;
 - (4) reserved
- (b) An approved continuing airworthiness organisation may, additionally, be approved to carry out airworthiness reviews referred to in point M. 710 and:
 - (1) issue an airworthiness review report and to make a recommendation for the certificate of airworthiness renewal to the Kuwait DGCA.
 - (2) reserved

M.A.712 Quality system

- (a) To ensure that the approved continuing airworthiness management organisation continues to meet the requirements of this Subpart, it shall establish a quality system and designate a quality manager to monitor compliance with, and the adequacy of, procedures required to ensure airworthy aircraft. Compliance monitoring shall include a feedback system to the accountable manager to ensure corrective action as necessary.
- (b) The quality system shall monitor M.A. Subpart G activities. It shall at least include the following functions:
 - (1) monitoring that all M.A. Subpart G activities are being performed in accordance with the approved procedures, and;
 - (2) monitoring that all contracted maintenance is carried out in accordance with the contract, and;
 - (3) monitoring the continued compliance with the requirements of this Part.
- (c) The records of these activities shall be stored for at least two years.
- (d) Where the approved continuing airworthiness management organisation is also approved in accordance with another KCASR Part, the quality system may be combined with that required by the other KCASR Part.
- (e) In case of commercial air transport the M.A. Subpart G quality system shall be an integrated part of the operator's quality system.
- (f) In the case of a small organisation not managing the continuing airworthiness of aircraft used in commercial air transport, the quality system may be replaced by regular organisational reviews subject to the approval of the Kuwait DGCA, except when the organisation issues airworthiness review reports for aircraft above 2730 kg MTOM other than balloons. In the case where there is no quality system, the organisation shall not contract continuing airworthiness management tasks to other parties.

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M.A.713 Changes to the approved continuing airworthiness organisation

- (a) In order to enable the Kuwait DGCA to determine continued compliance with this Part, the approved continuing airworthiness management organisation shall notify it of any proposal to carry out any of the following changes, before such changes take place:
- (1) the name of the organisation.
 - (2) the location of the organisation.
 - (3) additional locations of the organisation.
 - (4) the accountable manager.
 - (5) any of the persons specified in M.A.706(c).
 - (6) the facilities, procedures, work scope and staff that could affect the approval.

In the case of proposed changes in personnel not known to the management beforehand, these changes shall be notified at the earliest opportunity.

M.A.714 Record-keeping

- (a) The continuing airworthiness management organisation shall record all details of work carried out. The records required by M.A.305 and if applicable M.A.306 shall be retained.
- (b) If the continuing airworthiness management organisation has the privilege of M.A.711 (b), it shall retain a copy of each airworthiness review report issued, together with all supporting documents.
- (c) Reserved
- (d) The continuing airworthiness management organisation shall retain a copy of all records listed in paragraph (b) until two years after the aircraft has been permanently withdrawn from service.
- (e) The records shall be stored in a manner that ensures protection from damage, alteration and theft.
- (f) All computer hardware used to ensure backup shall be stored in a different location from that containing the working data in an environment that ensures they remain in good condition.
- (g) Where continuing airworthiness management of an aircraft is transferred to another organisation or person, all retained records shall be transferred to the said organisation or person. The time periods prescribed for the retention of records shall continue to apply to the said organisation or person.
- (h) Where a continuing airworthiness management organisation terminates its operation, all retained records shall be transferred to the owner of the aircraft.

M.A.715 Continued validity of approval

- (a) An approval shall be issued for 24 months duration. It shall remain valid subject to:
- (1) the organisation remaining in compliance with this Part, in accordance with the provisions related to the handling of findings as specified under M.B.705 and;

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- (2) the Kuwait DGCA being granted access to the organisation to determine continued compliance with this Part, and;
- (3) the approval not being surrendered or revoked.
- (b) Upon surrender or revocation, the approval certificate shall be returned to the Kuwait DGCA.

M.A.716 Findings

- (a) A level 1 finding is any significant non-compliance with KCASR 8 - Part M requirements which lowers the safety standard and hazards seriously the flight safety.
- (b) A level 2 finding is any non-compliance with the KCASR 8 - Part M requirements which could lower the safety standard and possibly hazard the flight safety.
- (c) After receipt of notification of findings according to M.B.705, the holder of the continuing airworthiness management organisation approval shall define a corrective action plan and demonstrate corrective action to the satisfaction of the Kuwait DGCA within a period agreed with the Kuwait DGCA.

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Subpart H - Certificate of Release to Service - CRS

M.A.801 Aircraft certificate of release to service

- (a) Except for aircraft released to service by a maintenance organisation approved in accordance with KCASR 8 - Part 145, the certificate of release to service shall be issued according to this subpart;
- (b) No aircraft can be released to service unless a certificate of release to service is issued at the completion of any maintenance, when satisfied that all maintenance required has been properly carried out, by:
 - (1) reserved; or
 - (2) certifying staff in compliance with the requirements laid down in KCASR 1 - Part 66, except for complex maintenance tasks listed in Appendix VII to this Part for which KCASR 8 - Part 145 applies; or
 - (3) by the pilot-owner in compliance with point M.A.803;
- (c) Reserved;
- (d) By derogation from point M.A.801(b), in the case of unforeseen situations, when an aircraft is grounded at a location where no approved maintenance organisation appropriately approved under KCASR 8 - Part 145 and no appropriate certifying staff are available, the owner may authorise any person, with not less than three years of appropriate maintenance experience and holding the proper qualifications, to maintain according to the standards set out in Subpart D of this KCASR 8 - Part M and release the aircraft. The owner shall in that case:
 - (1) obtain and keep in the aircraft records details of all the work carried out and of the qualifications held by that person issuing the certification; and
 - (2) ensure that any such maintenance is rechecked and released by an appropriately authorised person referred to in point M.A.801(b) or an organisation approved in accordance with KCASR 8 - Part 145 at the earliest opportunity but within a period not exceeding seven days; and
 - (3) notify the organisation responsible for the continuing airworthiness management of the aircraft when contracted in accordance with point M.A.201(e), or the Kuwait DGCA in the absence of such a contract, within seven days of the issuance of such certification authorisation;
- (e) In the case of a release to service in accordance with point M.A.801(b)(2), the certifying staff may be assisted in the execution of the maintenance tasks by one or more persons subject to his/her direct and continuous control;
- (f) A certificate of release to service shall contain as a minimum:
 - (1) basic details of the maintenance carried out; and
 - (2) the date such maintenance was completed; and
 - (3) the identity of the organisation and/or person issuing the release to service, including:
 - (i) reserved

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- (ii) in the case of point M.A.801(b)2 certificate of release to service, the identity and if applicable licence number of the certifying staff issuing such a certificate;
- (4) the limitations to airworthiness or operations, if any.
- (g) By derogation from paragraph (b) and notwithstanding the provisions of paragraph (h), when the maintenance prescribed cannot be completed, a certificate of release to service may be issued within the approved aircraft limitations. Such fact together with any applicable limitations of the airworthiness or the operations shall be entered in the aircraft certificate of release to service before its issue as part of the information required in paragraph (f)4;
- (h) A certificate of release to service shall not be issued in the case of any known non-compliance which endangers flight safety.

M.A.802 Component certificate of release to service

- (a) A certificate of release to service shall be issued at the completion of any maintenance carried out on an aircraft component in accordance with point M.A.502.
- (b) The authorised release certificate identified as DGCA Form 1 (or equivalent certificate accepted by the Kuwait DGCA) constitutes the component certificate of release to service, except when such maintenance on aircraft components has been performed in accordance with point M.A.502(b), in which case the maintenance is subject to aircraft release procedures in accordance with point M.A.801.

M.A.803 Pilot owner authorisation

- (a) To qualify as a pilot-owner, the person must:
 - (1) hold a valid pilot licence (or equivalent) issued or validated by the State of Kuwait for the aircraft type or class rating; and
 - (2) own the aircraft, either as sole or joint owner; that owner must be:
 - (i) one of the natural persons on the registration form; or
 - (ii) a member of a non-profit recreational legal entity, where the legal entity is specified on the registration document as owner or operator, and that member is directly involved in the decision making process of the legal entity and designated by that legal entity to carry out pilot-owner maintenance.
- (b) For any privately operated non-complex motor-powered aircraft of 2730 kg MTOM and below, sailplane, powered sailplane or balloon, the pilot-owner may issue a certificate of release to service after limited pilot-owner maintenance as specified in Appendix VIII.
- (c) The scope of the limited pilot-owner maintenance shall be specified in the aircraft maintenance programme referred to in point M.A.302.
- (d) The certificate of release to service shall be entered in the logbooks and contain basic details of the maintenance carried out, the maintenance data used, the date on which that maintenance was completed and the identity, the signature and pilot licence number of the pilot-owner issuing such a certificate.

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Subpart I - Airworthiness Review Report

M.A.901 Aircraft airworthiness review report (ARR)

To ensure the validity of the aircraft certificate of airworthiness, an airworthiness review of the aircraft and its continuing airworthiness records shall be carried out periodically as determined by the Kuwait DGCA.

- (a) An airworthiness review report is issued on completion of a satisfactory aircraft airworthiness review.
- (b) An aircraft in a controlled environment is an aircraft:
 - (1) continuously managed during the last twelve (12) months by a unique continuing airworthiness management organisation (CAMO) with the privilege to issue and recommend an Airworthiness Review Report approved in accordance with Subpart G of this KCASR 8 - Part M; and
 - (2) which has been maintained for the previous twelve (12) months by maintenance organisations approved in accordance with KCASR 8 - Part 145.
- (c) For all aircraft that are in a controlled environment, the continuing airworthiness management organisation (CAMO) managing the aircraft may if appropriately approved, issue the airworthiness review report and make a recommendation to the Kuwait DGCA for the renewal of Certificate of Airworthiness. The Kuwait DGCA shall renew the Certificate of Airworthiness based on the airworthiness review report recommendation made by the CAMO. The Kuwait DGCA may elect to perform subsequent sample inspections prior to reissuing the Certificate of Airworthiness.
- (d) For all aircraft that are NOT in a controlled environment, or managed by a continuing airworthiness management organisation (CAMO) with no Airworthiness Review privilege, the aircraft shall be subject to a full inspection and review by the Kuwait DGCA. In this case the Airworthiness Review report shall be prepared by the Kuwait DGCA prior to the issue/renewal of the Certificate of Airworthiness. The owner or operator shall provide the Kuwait DGCA with those items specified in paragraph M.A.901(e).
- (e) Notwithstanding with the paragraph (c) above, the Kuwait DGCA may decide to carry out the airworthiness review and aircraft inspection itself whenever circumstances reveal the existence of a potential safety threat or at any other time determined by the Kuwait DGCA. In this case, the owner or operator shall provide the Kuwait DGCA with:
 - (1) documentation required by the Kuwait DGCA;
 - (2) suitable accommodation at the appropriate location for its personnel; and
 - (3) when necessary, the support of certifying personnel qualified in accordance with KCASR 1, Part 66.
- (f) An airworthiness review report cannot be issued if there is evidence or reason to believe that the aircraft is not airworthy.

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M.A.902 Validity of the certificate of airworthiness

- (a) A Certificate of Airworthiness validity shall be limited to 12 months and becomes invalid if:
 - (1) suspended or revoked; or
 - (2) the Airworthiness Review Report contains erroneous information that is considered to affect the airworthiness of the aircraft
 - (3) the aircraft is not on the aircraft register of the State of Kuwait; or
 - (4) the type certificate under which the airworthiness certificate was issued is suspended or revoked.
- (b) An aircraft must not fly if the Certificate of airworthiness is invalid or if:
 - (1) the continuing airworthiness of the aircraft or any component fitted to the aircraft does not meet the requirements of this KCASR 8 - Part M; or;
 - (2) the aircraft does not remain in conformity with the type design approved by the State of design; or
 - (3) the aircraft has been operated beyond the limitations of the approved flight manual or the airworthiness certificate, without appropriate action being taken; or
 - (4) the aircraft has been involved in an accident or incident that affects the airworthiness of the aircraft, without subsequent appropriate action to restore airworthiness; or
 - (5) a modification or repair is not in compliance with KCASR 8 - Part 21.
- (c) Upon surrender or revocation, the Certificate of Airworthiness shall be returned to the Kuwait DGCA.

M.A.903 Transfer of aircraft registration

When transferring an aircraft registration, the Certificate of Airworthiness will be invalid.

M.A.904 Airworthiness review of aircraft imported into the State of Kuwait.

- (a) When importing an aircraft onto the State of Kuwait register from the country of export, the applicant shall:
 - (1) apply to the Kuwait DGCA for the issuance of a new airworthiness certificate of in accordance with KCASR 8 - Part 21, Subpart H
 - (2) for aircraft other than new, have an airworthiness review carried out satisfactorily in accordance with point M.A.901; or a Certificate of Airworthiness for Export acceptable to Kuwait DGCA and
 - (3) have all maintenance carried out to comply with the approved maintenance programme in accordance with point M.A.302.
- (b) When satisfied that the aircraft is in compliance with the relevant requirements, the continuing airworthiness management organisation, if applicable, shall send an Airworthiness Review Report for the issuance of a certificate of airworthiness to the Kuwait DGCA.

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- (c) The owner shall allow access to the aircraft for inspection by the Kuwait DGCA.
- (d) A new Certificate of Airworthiness will be issued by the Kuwait DGCA when it is satisfied the aircraft complies with KCASR 8 - Part 21, Subpart H.
- (e) The Kuwait DGCA shall also issue the certificate of airworthiness valid normally for one year unless the Kuwait DGCA has safety reason to limit the validity.

M.A.905 Findings

- (a) A level 1 finding is any significant non-compliance with KCASR 8 - Part M requirements, which lowers the safety standard and hazards seriously the flight safety.
- (b) A level 2 finding is any non-compliance with the KCASR 8 - Part M requirements, which could lower the safety standard and possibly hazard the flight safety.
- (c) After receipt of notification of findings according to M.B.903, the person or organisation accountable according to M.A.201 shall define a corrective action plan and demonstrate corrective action to the satisfaction of the Kuwait DGCA within a period agreed with this authority including appropriate corrective action to prevent reoccurrence of the finding and its root cause.

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Section B - Procedures for Kuwait DGCA

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Subpart A – General

M.B.101 Scope

This Section establishes the administrative requirements to be followed by the Kuwait DGCA and the enforcement of Section A of this Part.

M.B.102 The Authority

- General; The Kuwait DGCA is the designated competent authority for the State of Kuwait with allocated responsibilities for the issuance, continuation, change, suspension or revocation of a maintenance approval. The Kuwait DGCA shall establish documented procedures and an organisational structure.
- Resources; the number of staff shall be appropriate to carry out the requirements as detailed in this Section.
- Qualification and training; All staff involved in KCASR 8 - Part M activities shall be appropriately qualified and have appropriate knowledge, experience, initial training and continuation training to perform their allocated tasks.
- Procedures; The Kuwait DGCA shall establish procedures detailing how compliance with this KCASR 8 - Part M is accomplished.

The procedures shall be reviewed and amended to ensure continued compliance.

M.B.104 Record-keeping

- The Kuwait DGCA shall establish a system of record-keeping that allows adequate traceability of the process to issue, continue, change, suspend or revoke each certificate.
- The records for the oversight of KCASR 8 - Part M approved organisations shall include as a minimum:
 - the application for an organisation approval.
 - the organisation approval certificate including any changes.
 - a copy of the audit program listing the dates when audits are due and when audits were carried out.
 - the Kuwait DGCA continued oversight records including all audit records.
 - copies of all relevant correspondence.
 - details of any exemption and enforcement actions.
 - any report from other competent authorities relating to the oversight of the organisation.
 - organisation exposition or manual and amendments.
 - copy of any other document directly approved by the Kuwait DGCA.
- The retention period for the paragraph (b) records shall be at least four years.
- The minimum records for the oversight of each aircraft shall include, at least, a copy of:
 - aircraft certificate of airworthiness,
 - airworthiness review reports,

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- (3) Section A Subpart G organisation recommendations,
 - (4) reports from the airworthiness reviews carried out directly by the Kuwait DGCA,
 - (5) all relevant correspondence relating to the aircraft,
 - (6) details of any exemption and enforcement action(s),
 - (7) any document directly approved by the Kuwait DGCA as referred to in M.B. Subpart B.
- (e) The records specified in paragraph (d) shall be retained until two years after the aircraft has been permanently withdrawn from service.
- (f) All records specified in M.B.104 shall be made available upon request by the Kuwait DGCA.

M.B.105 Mutual exchange of information

Reserved.

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Subpart B - Accountability

M.B.201 Responsibilities

The Kuwait DGCA is responsible for conducting inspections and investigations in order to verify that the requirements of this KCASR 8 - Part M are complied with.

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Subpart C - Continuing Airworthiness

M.B.301 Maintenance programme

- (a) The Kuwait DGCA shall verify that the maintenance programme is in compliance with M.A.302.
- (b) Except where stated otherwise in M.A.302 (c) the maintenance programme and its amendments shall be approved directly by the Kuwait DGCA.
- (c) In the case of indirect approval, the maintenance programme procedure shall be approved by the Kuwait DGCA through the continuing airworthiness management exposition.
- (d) In order to approve a maintenance programme according to paragraph (b), the Kuwait DGCA shall have access to all the data required in M.A.302 (d), (e) and (f).

M.B.302 Exemptions

All exemptions granted in accordance with Kuwait Civil Aviation Safety Regulations shall be recorded and retained by the Kuwait DGCA.

M.B.303 Aircraft continuing airworthiness monitoring

- (a) The Kuwait DGCA shall develop a survey programme to monitor the airworthiness status of the fleet of aircraft on its register.
- (b) The survey programme shall include sample product surveys of aircraft.
- (c) The programme shall be developed taking into account the number of aircraft on the register, local knowledge and past surveillance activities.
- (d) The product survey shall focus on a number of key risk airworthiness elements and identify any findings. Furthermore, the Kuwait DGCA shall analyse each finding to determine its root cause.
- (e) All findings shall be confirmed in writing to the person or organisation accountable according to M.A.201.
- (f) The Kuwait DGCA shall record all findings, closure actions and recommendations.
- (g) If during aircraft surveys evidence is found showing non-compliance to a KCASR 8 Part M requirement, the Kuwait DGCA shall take actions in accordance with M.B.903.
- (h) If the root cause of the finding identifies a non-compliance with any Subpart or with another KCASR 8 - Part, the non-compliance shall be dealt with as prescribed by the relevant Part.
- (i) Reserved

M.B.304 Revocation, suspension and limitation

The Kuwait DGCA shall:

- (a) Suspend an certificate of airworthiness on reasonable grounds in the case of potential safety threat, or;
- (b) Suspend, revoke or limit a certificate of airworthiness pursuant to M.B.303 (g).

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Subpart D - Maintenance Standards

(to be developed as appropriate)

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Subpart E - Components

(to be developed as appropriate)

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Subpart F - Maintenance Organisation

Reserved

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Subpart G - Continuing Airworthiness Management Organisation

M.B.701 Application

- (a) For commercial air transport the Kuwait DGCA shall receive for approval with the initial application for the air operator's certificate and where applicable any variation applied for and for each aircraft type to be operated:
 - (1) the continuing airworthiness management exposition;
 - (2) the operator's aircraft maintenance programmes;
 - (3) the aircraft technical log;
 - (4) where appropriate the technical specification of the maintenance contracts between the operator and KCASR 8 - Part 145 approved maintenance organisation.
- (b) Where facilities are located in more than one ICAO Member State the investigation and continued oversight of the approval shall be carried out by the Kuwait DGCA.

Note. *This does not preclude the other ICAO Member State Authority from performing its assigned duties.*

M.B.702 Initial approval

- (a) Provided the requirements of M.A.706 (a), (c), (d) and M.A.707 are complied with, the Kuwait DGCA shall formally indicate its acceptance of the M.A.706 (a), (c), (d) and M.A.707 personnel to the applicant in writing.
- (b) The Kuwait DGCA shall establish that the procedures specified in the continuing airworthiness management exposition comply with KCASR 8 - Part M.A. Subpart G and ensure the accountable manager signs the commitment statement.
- (c) The Kuwait DGCA shall verify the organisation's compliance with KCASR 8 - Part M.A. Subpart G requirements.
- (d) A meeting with the accountable manager shall be convened at least once during the investigation for approval to ensure that he/she fully understands the significance of the approval and the reason for signing the exposition commitment of the organisation to compliance with the procedures specified in the continuing airworthiness management exposition.
- (e) All findings shall be confirmed in writing to the applicant organisation.
- (f) The Kuwait DGCA shall record all findings, closure actions (actions required to close a finding) and recommendations.
- (g) For initial approval all findings shall be corrected by the organisation and closed by the Kuwait DGCA before the approval can be issued.

M.B.703 Issue of approval

- (a) The Kuwait DGCA shall issue to the applicant a DGCA Form 14 approval certificate (Appendix VI) which includes the extent of approval, when the continuing airworthiness management organisation is in compliance with KCASR 8 - Part M.A. Subpart G.
- (b) The Kuwait DGCA shall indicate the validity of the approval on the DGCA Form 14 approval certificate.

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- (c) The reference number shall be included on the DGCA Form 14 approval certificate in a manner specified by the Kuwait DGCA.
- (d) In the case of commercial air transport, the information contained on an DGCA Form 14 will be included on the air operator's certificate.

M.B.704 Continuing oversight

- (a) The Kuwait DGCA shall keep and update a program listing for each M.A. Subpart G approved continuing airworthiness organisations under its supervision, the dates when audit visits are due and when such visits were carried out.
- (b) Each organisation shall be completely audited at periods not exceeding 24 months.
- (c) A relevant sample of the aircraft managed by the KCASR 8 - Part M.A. Subpart G approved organisation shall be surveyed in every 24 month period. The size of the sample will be decided by the Kuwait DGCA based on the result of prior audits and earlier product surveys.
- (d) All findings shall be confirmed in writing to the applicant organisation.
- (e) The Kuwait DGCA shall record all findings, closure actions (actions required to close a finding) and recommendations.
- (f) A meeting with the accountable manager shall be convened at least once every 24 months to ensure he/she remains informed of significant issues arising during audits.

M.B.705 Findings

- (a) When during audits or by other means evidence is found showing non-compliance to the KCASR 8 - Part M requirement, the Kuwait DGCA shall take the following actions:
 - (1) for level 1 findings, immediate action shall be taken by the Kuwait DGCA to revoke, limit or suspend in whole or in part, depending upon the extent of the level 1 finding, the continuing airworthiness management organisation approval, until successful corrective action has been taken by the organisation.
 - (2) for level 2 findings, the Kuwait DGCA shall grant a corrective action period appropriate to the nature of the finding that shall not be more than three months. In certain circumstances, at the end of this first period, and subject to the nature of the finding the Kuwait DGCA can extend the three month period subject to a satisfactory corrective action plan.
- (b) Action shall be taken by the Kuwait DGCA to suspend in whole or part the approval in case of failure to comply within the timescale granted by the Kuwait DGCA.

M.B.706 Changes

- (a) The Kuwait DGCA shall comply with the applicable elements of the initial approval for any change to the organisation notified in accordance with point M.A.713.

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- (b) The Kuwait DGCA may prescribe the conditions under which the approved continuing airworthiness management organisation may operate during such changes unless it determines that the approval should be suspended due to the nature or the extent of the changes.
- (c) For any change to the continuing airworthiness management exposition:
 - (1) in the case of direct approval of changes in accordance with M.A.704 (b), the Kuwait DGCA shall verify that the procedures specified in the exposition are in compliance with this KCASR 8 - Part M before formally notifying the approved organisation of the approval.
 - (2) in the case an indirect approval procedure is used for the approval of the changes in accordance with point M.A.704(c), the Kuwait DGCA shall ensure
 - (i) that the changes remain minor and
 - (ii) that it has an adequate control over the approval of the changes to ensure they remain in compliance with the requirements of this Part.

M.B.707 Revocation, suspension and limitation of an approval

The Kuwait DGCA shall:

- (a) suspend an approval on reasonable grounds in the case of potential safety threat, or;
- (b) suspend, revoke or limit an approval pursuant to M.B.705.

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Subpart H - Certificate of Release to Service - CRS

(to be developed as appropriate)

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Subpart I - Airworthiness Review Report

M.B.901 Assessment of recommendations

- (a) Upon receipt of an application and associated airworthiness review report (Form 1290) in accordance with M.A.901:
 - (1) Appropriate qualified personnel from the Kuwait DGCA shall verify that the Airworthiness Review Report and its recommendation demonstrate that a complete M.A.710 airworthiness review has been carried out.
 - (2) The Kuwait DGCA shall investigate and may request further information to support the assessment of the recommendation.

M.B.902 Airworthiness review by the Kuwait DGCA

- (a) When the Kuwait DGCA carries out the airworthiness review and reissues the certificate of airworthiness, the Kuwait DGCA shall carry out an airworthiness review in accordance with point M.A.710.
- (b) The Kuwait DGCA shall have appropriate airworthiness review staff to prepare and assess the airworthiness review reports.
 - (1) for all aircraft used in commercial air transport, and aircraft above 2730 kg MTOM, except balloons, these staff shall have acquired:
 - (i) at least five years' experience in continuing airworthiness, and;
 - (ii) an appropriate licence in compliance with KCASR 1 - Part 66, or a nationally recognised maintenance personnel qualification appropriate to the aircraft category when KCASR 1 - Part 66 refers to national rules, or an aeronautical degree or equivalent, and;
 - (iii) formal aeronautical maintenance training, and;
 - (iv) a position with appropriate responsibilities.
 - (v) notwithstanding the points "i" to "iv" above, the requirement laid down in point M.B.902 (b) (1) (ii) may be replaced by five years of experience in continuing airworthiness additional to those already required by point M.B.902 (b) (1) (i).
 - (2) for aircraft not used in commercial air transport of 2730 kg MTOM and below, and balloons, these staff shall have acquired:
 - (i) at least three years' experience in continuing airworthiness, and;
 - (ii) an appropriate licence in compliance with KCASR 1 - Part 66 or a nationally recognized maintenance personnel qualification appropriate to the aircraft category KCASR 1 - Part 66 refers to national rules) or an aeronautical degree or equivalent, and;
 - (iii) appropriate aeronautical maintenance training, and;
 - (iv) a position with appropriate responsibilities.
 - (v) notwithstanding the points "i" to "iv" above, the requirement shown in point M.B.902 (b) (2) (ii) may be replaced by four years of experience in continuing airworthiness additional to those already required by point M.B.902 (b) (2) (i).

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- (c) The Kuwait DGCA shall maintain a record of all airworthiness review staff, which shall include details of any appropriate qualification held together with a summary of relevant continuing airworthiness management experience and training.
- (d) The Kuwait DGCA shall have access to the applicable data as specified in points M.A.305, M.A.306 and M.A.401 in the performance of the airworthiness review.
- (e) The staff that carries out the airworthiness review shall issue DGCA Form 1290 “Airworthiness Review Report” after satisfactory completion of the airworthiness review.

M.B.903 Findings

- (a) If during aircraft surveys or by other means evidence is found showing non-compliance to a KCASR 8 - Part M requirement, the Kuwait DGCA shall take the following actions:
 - (1) for level 1 findings, the Kuwait DGCA shall require appropriate corrective action to be taken before further flight and immediate action shall be taken by the Kuwait DGCA to revoke or suspend the Certificate of Airworthiness.
 - (2) for level 2 findings, the corrective action required by the Kuwait DGCA shall be appropriate to the nature of the finding.

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Appendix I - Continuing Airworthiness Arrangement

- (a) When an owner contracts an M.A. Subpart G approved continuing airworthiness organisation in accordance with M.A.201 to carry out continuing airworthiness management tasks, upon request by the Kuwait DGCA a copy of the arrangement shall be sent by the owner to the Kuwait DGCA once it has been signed by both parties.
- (b) The arrangement shall be developed taking into account the requirements of KCASR 8 - Part M and shall define the obligations of the signatories in relation to continuing airworthiness of the aircraft.
- (c) It shall contain as a minimum the:
 - (1) aircraft registration,
 - (2) aircraft type,
 - (3) aircraft serial number,
 - (4) aircraft owner or registered lessee's name or company details including the address,
 - (5) M.A. Subpart G approved continuing airworthiness organisation details including the address,
 - (6) Type of operation.
- (d) It shall state the following:

"The owner/operator entrusts to the approved organisation the management of the continuing airworthiness of the aircraft, the development of a maintenance programme that shall be approved by the airworthiness authorities of the ICAO Member State where the aircraft is registered, and the organisation of the maintenance of the aircraft according to said maintenance programme in an approved organisation.

According to the present arrangement, both signatories undertake to follow the respective obligations of this arrangement.

The owner certifies, to the best of their belief that all the information given to the approved organisation concerning the continuing airworthiness of the aircraft is and will be accurate and that the aircraft will not be altered without prior approval of the approved organisation.

In case of any non-conformity with this arrangement, by either of the signatories, it will become null. In such a case, the owner/operator will retain full responsibility for every task linked to the continuing airworthiness of the aircraft and the owner will undertake to inform the competent authorities of the ICAO Member State of registry within two full weeks."

- (e) When an owner/operator contracts an M.A. Subpart G approved continuing airworthiness organisation in accordance with M.A.201 the obligations of each party shall be shared as follows:
 - (1) obligations of the approved organisation:
 - (i) have the aircraft type in the scope of its approval;
 - (ii) respect the conditions to maintain the continuing airworthiness of the aircraft listed below:
 - develop a maintenance programme for the aircraft, including any reliability programme developed, if applicable;
 - declare the maintenance tasks (in the maintenance programme) that may be carried out by the pilot-owner in accordance with point M.A.803(c);

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- organise the approval of the aircraft's maintenance programme;
 - once it has been approved, give a copy of the aircraft's maintenance programme to the owner;
 - organise a bridging inspection with the aircraft's prior maintenance programme;
 - organise for all maintenance to be carried out by an approved maintenance organisation;
 - organise for all applicable airworthiness directives to be applied;
 - organise for all defects discovered during scheduled maintenance, airworthiness reviews or reported by the owner to be corrected by an approved maintenance organisation;
 - coordinate scheduled maintenance, the application of airworthiness directives, the replacement of life limited parts, and component inspection requirements;
 - inform the owner each time the aircraft shall be brought to an approved maintenance organisation;
 - manage all technical records;
 - archive all technical records;
- (iii) organise the approval of any modification to the aircraft in accordance with KCASR 8 - Part 21 before it is embodied;
- (iv) organise the approval of any repair to the aircraft in accordance with the KCASR 8 - Part 21 before it is carried out;
- (v) inform the Kuwait DGCA whenever the aircraft is not presented to the approved maintenance organisation by the owner as requested by the approved organisation;
- (vi) inform the Kuwait DGCA whenever the present arrangement has not been respected;
- (vii) carry out the airworthiness review of the aircraft when necessary and issue the airworthiness review report or the recommendation to the Kuwait DGCA;
- (viii) send no later than 10 days from the Certificate of Airworthiness renewal a copy of any airworthiness review report issued to the Kuwait DGCA;
- (ix) carry out all occurrence reporting mandated by applicable regulations;
- (x) inform the Kuwait DGCA whenever the present arrangement is denounced by either party.
- (2) obligations of the owner/operator:
- (i) have a general understanding of the approved maintenance programme;
 - (ii) have a general understanding of this KCASR 8 - Part M;
 - (iii) present the aircraft to the approved maintenance organisation agreed with the approved organisation at the due time designated by the approved organisation's request;
 - (iv) not modify the aircraft without first consulting the approved organisation;
 - (v) inform the approved organisation of all maintenance exceptionally carried out without the knowledge and control of the approved organisation;

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- (vi) report to the approved organisation through the logbook all defects found during operations

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Appendix II - Use of the DGCA Form 1 for Maintenance

Reserved – KCASR 8 - Part M Subpart F not adopted in this version.

Refer to KCASR 8 - Part 145 for details on DGCA Form 1 issued by a KCASR 8 - Part 145.

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Appendix III - Airworthiness Review Report (DGCA Form 1290)



State of Kuwait



دولة الكويت



Airworthiness Review Report

Airworthiness Review Report			
Issue	☐	Renewal	☐
		Export	☐
The data shall be completed by the operators Contracted Continued Airworthiness Management Organisation. Where specified * attach and make reference to supporting documentation.			
GENERAL SECTION			
1	Assess Report. Is it completed by the Airworthiness review staff and Signed by Continuing Airworthiness Manager	Yes ☐	No ☐
2	Have correct fees been paid?(attach invoice)	Yes ☐	No ☐
3	a) Aircraft Registration b) Fireproof Plate compliant with KCASR 7, para 7.18 & 7.22	9K-..... Yes ☐	No ☐
4	Aircraft Operational Category	Commercial Air Transport ☐	Private ☐
5	Operator Name (Applicable for AOC holders)		
6	Organisation Approval number		
7	Aircraft Certification code	e.g. JAR25/FAR25	
8	Aircraft Type/Designation per TCDS and Type Acceptance Certificate Reference	Aircraft Type - variant TCDS Reference No. TAC Reference No.	
9	Aircraft Serial No: Data plate and records match?	Yes ☐	No ☐
10	Year of Manufacture		
11	Original Export Certificate of Airworthiness available from last state of registry (new aircraft registration). Derogations/waivers/exemptions:	Yes ☐	No ☐
12	Contracted line & base maintenance organisations hold valid KCASR 8, Part 145 approval/authorisation	KCASR 8, Part 145 a) Organisation cover Line, Approval no: b) Organisation cover Base, Approval no:	
13	Aircraft total flight hours/flight cycles/	Total Flight Hours: Date: Total Flight Cycles: Date: DGCA Use Only Hours Since last C of A (Taken from C of A Date of validity) Cycles/landings Since last C of A (Taken from C of A Date of validity)	
14	Aircraft requires check/ flight test	Yes ☐	No ☐ N/A ☐
15	Date of Check /acceptance flight	Date:	N/A ☐
16	Check/acceptance Flight satisfactory	Yes ☐	No ☐ N/A ☐
Comments:			

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17	Last Weight and Balance report (within Part M.A.708 & 710)	
FLIGHT MANUAL		
18	Flight Manual reference & revision status	Reference No: Revision Number: Date: Latest Revision? Yes ☐ No ☐
MAINTENANCE		
19	Airframe/Engine / APU logbooks up to date	Yes ☐ No ☐
20	Part M.A.302 Approved maintenance Programme	Approval No. Date: Operators Reference No:
21	Approved Maintenance Programme Revision No and Date	Revision No: Date: MPD latest revision No:
22	DGCA Bridging Check carried Out (C of A initial Issue for used aircraft only)	Reference Yes ☐ No ☐ N/A ☐
23	Annual utilisation Aircraft utilisation in accordance with approved Maintenance Programme	Flight Hours: Flight cycles: Yes ☐ No ☐
24	Name of Engine Manufacturer & Model Number	Manufacturer: Model number:
25	Engine Type certificate data sheet reference No.	
26	Engine serial Numbers installed	No 1: No 2: No 3: No 4: Mark N/A if not applicable
27	Engine serial numbers match logbook records	Yes ☐ No ☐ if no please specify:
28	Engine manufacturers Time Between Overhaul (TBO) and life limited parts in accordance with Maintenance Programme	Yes ☐ No ☐ AMP TBO: Life Limited Parts next due : (attach separate list)
29	Engine cycles since new / Time since new/Cycles since overhaul/ Time since overhaul (CSN/TSN/CSO/TSO)	No 1: No 2: No 3: No 4:
30	APU Model Type and serial number.	Model Type: Serial No:
31	APU Life limited parts within Manufacturers limits?	Yes ☐ No ☐
32	Life limited parts list attached to this application	Yes ☐ No ☐
33	Assigned Mode S code installed	Yes ☐ No ☐ N/A ☐ Octal Ref No:
34	ELT 406 MHz installed Expiry Date	Yes ☐ No ☐
TYPE CERTIFICATION		
35	Airworthiness Directives compliance in accordance with KCASR 8, Part M. M.A. 303	Yes ☐ No ☐



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36	AD Status list attached to this application	Yes ☐ FAA ☐	No ☐ EASA ☐
DOCUMENTS TO BE CARRIED (For complete list refer to KCASR PART 6)			
37	Current certificate of Registration	Yes ☐	No ☐
38	Current certificate of Airworthiness	Yes ☐	No ☒
39	Aircraft flight manual (AFM), or equivalent document(s)	Yes ☐	No ☐
40	MEL	Yes ☐	No ☐ Revision Status:
41	Noise Certificate	Yes ☐	No ☐
42	Radio license	Yes ☐	No ☐
43	Compass correction card fitted	Yes ☐ swing:	No ☐ Date of last
44	Current Weight and Balance Schedule reflecting current status of the aircraft, as required by Part M.A.708 & 710	Yes ☐ reweigh:	No ☐ Date of last
45	Certified true copy of the air operator certificate (AOC)	Yes ☐	No ☐
46	Operations specifications relevant to the aircraft type (copy)	Yes ☐	No ☐
47	Insurance certificate	Yes ☐	No ☐
48	Journey log, or equivalent	Yes ☐	No ☐
49	Flight crew operations manual	Yes ☐	No ☐
50	Checklists are available and up to date (normal, non-normal and emergency checklists) including Quick Reference Handbook (QRH)	Yes ☐	No ☐
51	Operational certificates (RVSM, RNAV, RNP10, etc.....)	Yes ☐	No ☐
52	The current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members;	Yes ☐	No ☐
EQUIPMENT & PLACARDS			
53	First Aid kits & location placards	In Date: Yes ☐	No ☐
54	Sufficient Life Jackets fitted	In date: Yes ☐	No ☐
55	Mandatory placards installed as per the Flight Manual	Yes ☐	No ☐ Comments:
56	Life rafts fitted and in date	In date: Yes ☐	No ☐ N/A ☐
57	Survival pack fitted and in date	In date: Yes ☐	No ☐ N/A ☐
58	Door handle operation/s placarded	Yes ☐	No ☐ Comments:
59	Passenger briefing cards available	Yes ☐	No ☐
60	All exits & emergency exits placarded	Yes ☐	No ☐
61	Aircraft software control process in place & database to latest version	Yes ☐	No ☐ N/A ☐



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PHYSICAL INSPECTION			
A. Cockpit			
62	General Condition (Instruments, Equipment, panels, seats & safety harness)	Acceptable ☐ Not Acceptable ☐	Comments:
63	Check the availability and condition of the portable fire extinguisher, portable oxygen bottle & Life vest correctly installed and date within limits.	Acceptable ☐ Not Acceptable ☐	Comments:
64	Check the availability of the crash axe, flashlight & smoke hood	Acceptable ☐ Not Acceptable ☐	Comments:
B. Cabin			
65	Doors (Seals - Escape Slide Pressure-Emergency Exit)	Acceptable ☐ Not Acceptable ☐	Comments:
66	Passenger Seats (Layout- Belt- Equipment)	Acceptable ☐ Not Acceptable ☐	Comments:
67	Attendants seats (Layout- Belt- Equipment)	Acceptable ☐ Not Acceptable ☐	Comments:
68	Marking/Picards	Acceptable ☐ Not Acceptable ☐	Comments:
69	Emergency Lights (Ground- Seats- Ceiling)	Acceptable ☐ Not Acceptable ☐	Comments:
70	Check portable fire extinguishers and portable oxygen bottles for availability, correct installation and expiry date	Acceptable ☐ Not Acceptable ☐	Comments:
71	Check emergency equipment for availability and correct installation as per cabin layout diagram (attach copy of cabin layout diagram)	Acceptable ☐ Not Acceptable ☐	Comments:
72	No smoking & Fasten Seatbelt Signs	Acceptable ☐ Not Acceptable ☐	Comments:
73	Lavatory Smoke Detectors	Acceptable ☐ Not Acceptable ☐	Comments:
74	ELT(s) Condition	Expiry Date 1: Expiry Date 2:	
75	Avionics Compartment Smoke Detectors	Acceptable ☐ Not Acceptable ☐	Comments:
C. External			
76	Fuselage Condition & Markings (check external repairs records status)	Acceptable ☐ Not Acceptable ☐	Comments:
77	Wings & Control Surfaces Markings	Acceptable ☐ Not Acceptable ☐	Comments:
78	Engines (inlet-core-outlet- attachment-leaks...etc)	Acceptable ☐ Not Acceptable ☐	Comments:
79	Tail Area(Markings- control surfaces, APU inlet /outlet)	Acceptable ☐ Not Acceptable ☐	Comments:
80	Landing Gears (Struts - wheels- brakes- markings-wheel wells-leaks)	Acceptable ☐ Not Acceptable ☐	Comments:

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81	External Sensors (Pitot, Statics, AOA, Antennas, Static Wicks etc.)	Acceptable ☐ Not Acceptable ☐	Comments:
82	External Lights	Acceptable ☐ Not Acceptable ☐	Comments:
D. Cargo			
83	General Condition of Cargo Compartment	Acceptable ☐ Not Acceptable ☐	Comments:
84	Condition of Cargo Smoke Detectors	Acceptable ☐ Not Acceptable ☐	Comments:
85	Condition and Security of Spare Tires (if applicable)	Acceptable ☐ Not Acceptable ☐	Comments:
SCHEDULED INSPECTIONS SINCE LAST C OF A RENEWAL			
86	Inspection / hours/date	Inspection/hours/date	Inspection/hours/date
SIGNIFICANT REPAIRS, REPLACEMENTS, DEFECTS, MODIFICATIONS SINCE LAST C OF A RENEWAL INCLUDING CERTIFICATION BASIS			
87a	Significant repairs (Continue on a separate sheet if required and attach with this application)		
87b	Significant replacements (Continue on a separate sheet if required and attach with this application)		
87c	Significant defects (Continue on a separate sheet if required and attach with this application)		
87d	Modifications (Continue on a separate sheet if required and attach with this application)		
88	Additional supporting documentation attached	Yes ☐ No ☐	
CERTIFICATION (PART M SUBPART G):			
I hereby certify that such inspection and work necessary to ensure the continued airworthiness of the aircraft has been carried out and recorded and the contents of this report has been compiled from mandatory documentation and thereby certify that the aircraft is considered satisfactory for the issue/reissue of the Certificate of Airworthiness.			
Name of Airworthiness reviewer:			
	Signature:		
	Date:		
	Authorization number:		
	CA Manager Signature:		
	Date:		

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CERTIFICATION (DGCA use only)

Aircraft Survey Report Completed

Certificate of Airworthiness Issue/ reissue recommended	Yes ☐ No ☐
Inspector	
Date	Location (See Note 3)

Inspectors Comments:

GUIDANCE NOTE 3:

Note 1: The owner or operator should present the aircraft with all the relevant documents and publications at the time of the survey.

Note 2: For the initial issue of a Certificate of Airworthiness a check/ test flight as applicable is required. This may be carried out to a manufacturer's flight test profile.

Note 3: The aircraft shall be located within a suitable maintenance facility, shall have undergone maintenance which should be substantially complete but still have sufficient cowlings and panels removed to facilitate the survey of the aircraft.

Item 7 – Certification code

The aircraft certification code refers to the certification code reference given to the aircraft type in the type certificate data sheet. EASA codes are prefixed with 'CS', JAA codes are prefixed with JAR and FAA codes are prefixed with 'FAR' all prefixes are followed by the certification category i.e. 23 for Normal/Utility category, or 25 for Large Transport aircraft etc.

Item 8 – Aircraft Type / designation per TCDS

This means the Type/model designated on the Type certificate data sheet. There are occasions where an aircraft may have two designations. For example, Boeing 787 "Dreamliner". The term 'Dreamliner' in this case refers to a marketing designation and should not be referenced for certification purposes.

Item 10 – Year of Manufacturer (confirmed from aircraft records)

Applicants should note that the date of the first C of A issue is not necessarily the year of manufacture. The year of manufacture is generally taken from the date the Type certificate holder declares the aircraft conforms to its Type certificate. This is usually when the first C of A is issued, but not in every case.

Item 11 – Original of Export Certificate of Airworthiness

The Export Certificate of Airworthiness will state the Type Certificate data sheet used. This will also determine the Continued Airworthiness requirements for the aircraft.

Item 12 – Contracted Line & Base Maintenance organisations hold valid KCASR 8, Part 145 Maintenance approvals

The DGCA will issue approvals that to Maintenance organisations that comply with KCASR Part 145.

Item 17 – Last weight and Balance report

KCASR 8, Part M.A.708 and M.A.710 requires that the Continuing airworthiness Management organisation ensures that the mass and balance report reflects the current status of the aircraft and that it forms part of the airworthiness review documentation.

For Commercial Air Transport aircraft, the aircraft must be weighed prior to entry into service and thereafter at intervals of four years if individual aircraft masses are used, or nine years if fleet masses are used. The accumulated effects of modifications and repairs on the mass and balance shall be accounted for and properly documented. Aircraft shall be reweighed if the effect of modifications on the mass and balance is not accurately known. For Private aircraft the operator shall establish the mass and the CG of any aircraft by actual weighing prior to initial entry into service. The



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accumulated effects of modifications and repairs on the mass and balance shall be accounted for and properly documented. Aircraft shall be reweighed if the effect of modifications on the mass and balance is not accurately known

Item 19- Aircraft, Engine and APU logbooks raised and up to date

The logbooks are intended to record all the maintenance and modification activity carried out on the aircraft. Logbooks may be in any hard copy format providing the information entered has been done so in a chronological order. This is usually in the form of sequential page numbers, or bound books. Where page numbering, or bound books are not used, the operator must be able to demonstrate to the surveyor that the logbook is complete with no missing information. Logbooks MUST be made available to the surveyor for review at the time of survey, unless prior alternative arrangements have been made and accepted by the DGCA.

Item 20 - Approved Maintenance Programme

The approved maintenance programme MUST be made available to the inspector for review.

Item 22 -DGCA agreed bridging check

Bridging checks must be substantiated. The operator must demonstrate that all programme and performance rules of any maintenance review board report, or service information etc. has been followed. An entry must also be entered in the logbook stating a bridging check has been completed. Calculations must be produced to support any pro-rated components.

Item 32 - Scheduled Maintenance component life limits status

Operators should present a substantiated listing to demonstrate all life limited parts are within the permitted time period.

Item 35 - Airworthiness Directives compliance in accordance with Part M, Subpart C & Part 21 Subpart H.

This refers to Part M.A.303 and Part 21 Subpart H which states 'Any applicable airworthiness directive must be carried out within the requirements of that airworthiness directive, unless otherwise specified by the DGCA'. ADs may be mandated by the DGCA in addition to the state of design.

Item 36 - State of Type certification Airworthiness Directives

Applicable Airworthiness Directives are those mandatory directives applicable to the aircraft or equipment issued by the state of type certification of the aircraft or equipment. The applicable type certification is identified on the Certificate of Airworthiness. Operators are encouraged to comply with other Airworthiness directives. E.g. FAA/EASA as applicable. This will prove to be an advantage during future changes in aircraft registry. AD's presented in 'list' or 'database' format must be suitable endorsed. The list should also include repetitive AD's.

Item 61 - Aircraft software control process in place & database to latest version

This refers to completion of software revision service bulletins, as required and updating of the navigation database on the aircraft (If applicable to aircraft type)

Item 87 a to d - Significant repairs, replacements, defects, Modifications since last C of A renewal including certification basis

Significant repairs are those repairs carried out on the airframe/ Engine or equipment to maintain structural integrity or requires manufacturer approval.

Significant replacements are typically components of class 2 as identified in AC-21-2K, or higher classified as unscheduled changes. This excludes routine items, such as wheel changes.

Significant defects are those determined by experience and knowledge to have a detrimental effect on airworthiness, or if not corrected could present an airworthiness issue.

Significant modifications are those that have an appreciable effect on weight and balance, or operational procedures or flight characteristics.

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Appendix IV - Approval Ratings

Organisation approval class and rating system

- (a) Except as stated otherwise for the smallest organisations in paragraph (l), the table referred to in point (m) provides the standard system for the approval of maintenance organisation under KCASR 8 - Part 145. An organisation must be granted an approval ranging from a single class and rating with limitations to all classes and ratings with limitations.
- (b) In addition to the table referred to in point (m), the approved maintenance organisation is required to indicate its scope of work in its maintenance organisation manual/exposition. See also paragraph (k).
- (c) Within the approval class(es) and rating(s) granted by the Kuwait DGCA, the scope of work specified in the maintenance organisation exposition defines the exact limits of approval. It is therefore essential that the approval class(es) and rating(s) and the organisations scope of work are matching.
- (d) A category A class rating means that the approved maintenance organisation may carry out maintenance on the aircraft and any component (including engines and/or Auxiliary Power Units (APUs), in accordance with aircraft maintenance data or, if agreed by the Kuwait DGCA, in accordance with component maintenance data, only whilst such components are fitted to the aircraft. Nevertheless, such A-rated approved maintenance organisation may temporarily remove a component for maintenance, in order to improve access to that component, except when such removal generates the need for additional maintenance not eligible for the provisions of this paragraph. This will be subject to a control procedure in the maintenance organisation exposition to be approved by the Kuwait DGCA. The limitation section will specify the scope of such maintenance thereby indicating the extent of approval.
- (e) A category B class rating means that the approved maintenance organisation may carry out maintenance on the uninstalled engine and/or APU and engine and/or APU components, in accordance with engine and/or APU maintenance data or, if agreed by the Kuwait DGCA, in accordance with component maintenance data, only whilst such components are fitted to the engine and/or APU. Nevertheless, such B-rated approved maintenance organisation may temporarily remove a component for maintenance, in order to improve access to that component, except when such removal generates the need for additional maintenance not eligible for the provisions of this paragraph. The limitation section will specify the scope of such maintenance thereby indicating the extent of approval. A maintenance organisation approved with a category B class rating may also carry out maintenance on an installed engine during 'base' and 'line' maintenance subject to a control procedure in the maintenance organisation exposition to be approved by the Kuwait DGCA. The maintenance organisation exposition scope of work shall reflect such activity where permitted by the Kuwait DGCA.
- (f) A category D class rating is a self-contained class rating not necessarily related to a specific aircraft, engine or other component. The D1 – Non Destructive Testing (NDT) rating is only necessary for an approved maintenance organisation that carries out NDT as a particular task for another organisation. A maintenance organisation approved with a class rating in A or B or C category may carry out NDT on products it is maintaining subject to the maintenance organisation exposition containing NDT procedures, without the need for a D1 class rating.
- (g) In the case of maintenance organisations approved in accordance with KCASR 8 - Part 145, category A class ratings are subdivided into 'Base' or 'Line' maintenance. Such an

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organisation may be approved for either 'Base' or 'Line' maintenance or both. It should be noted that a 'Line' facility located at a main base facility requires a 'Line' maintenance approval.

- (h) The limitation section is intended to give the Kuwait DGCA the flexibility to customise the approval to any particular organisation. Ratings shall be mentioned on the approval only when appropriately limited. The table referred to in point (m) specifies the types of limitation possible. Whilst maintenance is listed last in each class rating it is acceptable to stress the maintenance task rather than the aircraft or engine type or manufacturer, if this is more appropriate to the organisation (an example could be avionics systems installations and related maintenance). Such mention in the limitation section indicates that the maintenance organisation is approved to carry out maintenance up to and including this particular type/task.
- (i) When reference is made to series, type and group in the limitation section of class A and B, series means a specific type series such as Airbus 300 or 310 or 319 or Boeing 737-300 series or RB211-524 series or Cessna 150 or Cessna 172 or Beech 55 series or continental O-200 series etc; type means a specific type or model such as Airbus 310-240 type or RB 211-524 B4 type or Cessna 172RG type; any number of series or types may be quoted; group means for example Cessna single piston engine aircraft or Lycoming non-supercharged piston engines etc.
- (j) When a lengthy capability list is used which could be subject to frequent amendment, then such amendment may be in accordance with the indirect approval procedure referred to in points KCASR 8 - Part 145.A.70(c) as applicable.
- (k) A maintenance organisation which employs only one person to both plan and carry out all maintenance can only hold a limited scope of approval rating. The maximum permissible limits are:

Class	Rating	Limitation
Class Aircraft	Rating A2 Aeroplanes 5700 Kg And Below	Piston Engine 5700 Kg And Below
Class Aircraft	Rating A3 Helicopters	Single Piston Engine 3175 Kg And Below
Class Aircraft	Rating A4 Aircraft Other Than A1, A2 and A3	No Limitation
Class Engines	Rating B2 Piston	Less Than 450 HP
Class Components Rating Other Than Complete Engines Or APUs	C1 To C22	As Per Capability List
Class Specialised	D1 NDT	NDT Method(S) To Be Specified

It should be noted that such an organisation may be further limited by the Kuwait DGCA in the scope of approval dependent upon the capability of the particular organisation.

(m) Table

CLASS	RATING	LIMITATION	BASE	LINE
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AIRCRAFT	A1 Aeroplanes above 5700 kg	[Rating reserved to Maintenance Organisations approved in accordance with KCASR 8 - Part 145 [Shall state aeroplane manufacturer or group or series or type and/or the maintenance tasks] Example: Airbus A320 Series	[YES/NO]*	[YES/NO]*
	A2 Aeroplanes 5700 kg and below	[Shall state aeroplane manufacturer or group or series or type and/or the maintenance tasks] Example: DHC-6 Twin Otter Series	[YES/NO]*	[YES/NO]*
	A3 Helicopters	[Shall state helicopter manufacturer or group or series or type and/or the maintenance task(s)] Example: Robinson R44	[YES/NO]*	[YES/NO]*
	A4 Aircraft other than A1, A2 and A3	[Shall state aircraft series or type and/or the maintenance task(s).]	[YES/NO]*	[YES/NO]*
ENGINES	B1 Turbine	[Shall state engine series or type and/or the maintenance task(s)] Example: PT6A Series		
	B2 Piston	[Shall state engine manufacturer or group or series or type and/or the maintenance task(s)]		
	B3 APU	[Shall state engine manufacturer or series or type and/or the maintenance task(s)]		
COMPONENTS OTHER THAN COMPLETE ENGINES OR APUS	C1 Air Cond & Press	Shall state aircraft type or aircraft manufacturer or component manufacturer or the particular component and/ or cross refer to a capability list in the exposition and/or the maintenance task(s). Example PT6A Fuel Control		
	C2 Auto Flight			
	C3 Comms and Nav			
	C4 Doors – Hatches			
	C5 Electrical Power & Lights			
	C6 Equipment			
	C7 Engine – APU			
	C8 Flight Controls			
	C9 Fuel			
	C10 Helicopter – Rotors			
	C11 Helicopter – Trans			
	C12 Hydraulic Power			

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	C13 Indicating -recording system		
	C14 Landing Gear		
	C15 Oxygen		
	C16 Propellers		
	C17 Pneumatic & Vacuum		
	C18 Protection ice/ rain/fire		
	C19 Windows		
	C20 Structural		
	C21 Water ballast		
	C22 Propulsion Augmentation		
SPECIALISED SERVICES	D1 Non Destructive Testing	[Shall state particular NDT method(s)]	

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Appendix V - KCASR 8 - Part M - Subpart F Maintenance Organisation Approval Certificate

Reserved



Appendix VI - KCASR 8 - Part M - Subpart G Continuing Airworthiness Management Organisation Approval Certificate

Kuwait

CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION APPROVAL CERTIFICATE

Reference: [KUWAIT STATE CODE].MG.XXX (ref. AOC XX.XXXX)

Pursuant to Regulationfor the time being in force and subject to the condition specified below, the Kuwait DGCA hereby certifies:

[COMPANY NAME AND ADDRESS]

as a continuing airworthiness management organisation in compliance with Section A, Subpart G of Part-M of KCASR 8, approved to manage the continuing airworthiness of the aircraft listed in the attached schedule of approval and, when stipulated, to issue recommendations and airworthiness review reports after an airworthiness review as specified in point M.A.710 of Part-M.

CONDITIONS:

1. This approval is limited to that specified in the scope of approval section of the approved continuing airworthiness management exposition as referred to in Section A, Subpart G of Part-M of KCASR 8.
2. This approval requires compliance with the procedures specified in the Part-M to KCASR 8 approved continuing airworthiness management exposition.
3. This approval is valid whilst the approved continuing airworthiness management organisation remains in compliance with Part-M to KCASR 8.
4. Where the continuing airworthiness management organisation contracts under its Quality System the service of an/several organisation(s), this approval remains valid subject to such organisation(s) fulfilling applicable contractual obligations.
5. Subject to compliance with the conditions 1 to 4 above, this approval shall remain valid for 24 months duration unless the approval has previously been surrendered, superseded, suspended or revoked.
If this form is also used for AOC holders, the AOC number shall be added to the reference, in addition to the standard, number, and the condition 5 shall be replaced by the following extra conditions.
6. This approval does not constitute an authorisation to operate the types of aircraft referred in paragraph 1. The authorisation to operate the aircraft is the Air Operator Certificate (AOC).
7. Termination, suspension or revocation of the AOC automatically invalidates the present approval in relation to the aircraft registrations specified in the AOC, unless otherwise explicitly stated by the competent authority.
8. Subject to compliance with the previous conditions, this approval shall remain valid for an unlimited duration unless the approval has previously been surrendered, superseded, suspended or revoked.

Date of original issue:

Signed:

Date of this revision Revision No:

For the Kuwait DGCA:

DGCA Form 14



**CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION
APPROVAL SCHEDULE**

Reference: DGCA/CAMO/xxx

Aircraft type/Series/Group	Airworthiness Review Authorized	Permit to fly Authorized	Organisations working under the quality System
	[Yes/No] *	[Yes/No] *	
	[Yes/No] *	[Yes/No] *	
	[Yes/No] *	[Yes/No] *	
	[Yes/No] *	[Yes/No] *	

This approval schedule is limited to that specified in the scope of approval contained in the approved Continuing Airworthiness Management Exposition section

Continuing Airworthiness Management Exposition Reference

Date of Initial issue:

Date of Current Issue:.....

Date of Expiry:.....

Signed:

.....

For the Kuwait DGCA:

DGCA Form 14

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Appendix VII - Complex Maintenance Tasks

The following constitutes the complex maintenance tasks referred to in, M.A.801(b)2:

- (a) The modification, repair or replacement by riveting, bonding, laminating, or welding of any of the following airframe parts:
 - (1) a box beam;
 - (2) a wing stringer or chord member;
 - (3) a spar;
 - (4) a spar flange;
 - (5) a member of a truss-type beam;
 - (6) the web of a beam;
 - (7) a keel or chine member of a flying boat hull or a float;
 - (8) a corrugated sheet compression member in a wing or tail surface;
 - (9) a wing main rib;
 - (10) a wing or tail surface brace strut;
 - (11) an engine mount;
 - (12) a fuselage longeron or frame;
 - (13) a member of a side truss, horizontal truss or bulkhead;
 - (14) a seat support brace or bracket;
 - (15) a seat rail replacement;
 - (16) a landing gear strut or brace strut;
 - (17) an axle;
 - (18) a wheel; and
 - (19) a ski or ski pedestal, excluding the replacement of a low-friction coating.
- (b) The modification or repair of any of the following parts:
 - (1) aircraft skin, or the skin of an aircraft float, if the work requires the use of a support, jig or fixture;
 - (2) aircraft skin that is subject to pressurisation loads, if the damage to the skin measures more than 15 cm (6 inches) in any direction;
 - (3) a load-bearing part of a control system, including a control column, pedal, shaft, quadrant, bell crank, torque tube, control horn and forged or cast bracket, but excluding
 - (i) the swaging of a repair splice or cable fitting, and
 - (ii) the replacement of a push-pull tube end fitting that is attached by riveting; and
 - (4) any other structure, not listed in (1), that a manufacturer has identified as primary structure in its maintenance manual, structural repair manual or instructions for continuing airworthiness.
- (c) The performance of the following maintenance on a piston engine:

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- (1) dismantling and subsequent reassembling of a piston engine other than
 - (i) to obtain access to the piston/cylinder assemblies; or
 - (ii) to remove the rear accessory cover to inspect and/or replace oil pump assemblies, where such work does not involve the removal and re-fitment of internal gears;
 - (2) dismantling and subsequent reassembling of reduction gears;
 - (3) welding and brazing of joints, other than minor weld repairs to exhaust units carried out by a suitably approved or authorised welder but excluding component replacement;
 - (4) the disturbing of individual parts of units which are supplied as bench tested units, except for the replacement or adjustment of items normally replaceable or adjustable in service.
- (d) The balancing of a propeller, except:
- (1) for the certification of static balancing where required by the maintenance manual;
 - (2) dynamic balancing on installed propellers using electronic balancing equipment where permitted by the maintenance manual or other approved airworthiness data;
- (e) Any additional task that requires:
- (1) specialised tooling, equipment or facilities; or
 - (2) significant coordination procedures because of the extensive duration of the tasks and the involvement of several persons.

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Appendix VIII - Limited Pilot-Owner Maintenance

In addition to the requirements laid down in KCASR 8 - Part M, the following basic principles are to be complied with before any maintenance task is carried out under the terms of pilot-owner maintenance:

(a) Competence and responsibility

- (1) the pilot-owner is always responsible for any maintenance that he performs.
- (2) before carrying out any pilot-owner maintenance tasks, the pilot-owner must satisfy him- self that he is competent to do the task. It is the responsibility of pilot-owners to familiarise themselves with the standard maintenance practices for their aircraft and with the aircraft maintenance programme. If the pilot-owner is not competent for the task to be carried out, the task cannot be released by the pilot-owner.
- (3) the pilot-owner (or his contracted continuing airworthiness management organisation referred to in KCASR 8 - Part M, Subpart G is responsible for identifying the pilot- owner tasks according to these basic principles in the maintenance programme and for ensuring that the document is updated in a timely manner.
- (4) the approval of the maintenance programme has to be carried out in accordance with point M.A.302.

(b) Tasks

The pilot-owner may carry out simple visual inspections or operations to check for general condition and obvious damage and normal operation of the airframe, engines, systems and components.

Maintenance tasks shall not be carried out by the pilot-owner when the task:

- (1) is critically safety related, whose incorrect performance will drastically affect the airworthiness of the aircraft or is a flight safety sensitive maintenance task as specified in point M.A.402(a) and/or;
- (2) requires the removal of major components or major assembly and/or;
- (3) is carried out in compliance with an Airworthiness Directive or an Airworthiness Limitation Item, unless specifically allowed in the AD or the ALI and/or;
- (4) requires the use of special tools, calibrated tools (except torque wrench and crimping tool) and/or;
- (5) requires the use of test equipment or special testing (e.g. NDT, system tests or operational checks for avionic equipment) and/or;
- (6) is composed of any unscheduled special inspections (e.g. heavy landing check) and/or;
- (7) is effecting systems essential for the IFR operations and/or;
- (8) is listed in Appendix VII or is a component maintenance task in accordance with points M.A.502(a), (b), or (c) .

The criteria 1 to 8 listed above cannot be overridden by less restrictive instructions issued in accordance with “M.A.302(d) Maintenance Programme”.

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Any task described in the aircraft flight manual as preparing the aircraft for flight (Example: assembling the glider wings or pre-flight), is considered to be a pilot task and is not considered a pilot-owner maintenance task and therefore does not require a Certificate of Release to Service.

(c) Performance of the maintenance pilot-owner tasks and records

The maintenance data as specified in point M.A.401 must be always available during the conduct of pilot-owner maintenance and must be complied with. Details of the data referred to in the conduct of Pilot-owner maintenance must be included in the Certificate of Release to Service in accordance with point M.A.803(d).

The pilot-owner must inform the approved continuing airworthiness management organisation responsible for the continuing airworthiness of the aircraft (if applicable) not later than 30 days after completion of the pilot-owner maintenance task in accordance with point M.A.305(a).

Affected Pages from Last Update

#	Page	Proposed Alternative
1.	5	[TABLE] <u>3</u> <u>Nov 2025</u> <u>Clarification on Occurrence Reporting</u> <u>2</u>
2.	10	<u>The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, approved by the Kuwait DGCA, containing the information (l) below. The design and application of the operator's maintenance programme shall observe Human Factors principles</u>
3.	10	<u>A maintenance programme for each aeroplane as required by (k) above shall contain the following information:</u>
4.	10	<u>maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilization of the aeroplane;</u>
5.	10	<u>ii) when applicable, a continuing structural integrity programme;</u>
6.	10	<u>iii) procedures for changing or deviating from i) and ii) above;</u>
7.	10	<u>vi) when applicable, condition monitoring and reliability programme descriptions for aircraft systems, components and engines; and</u>
8.	10	<u>Maintenance tasks and intervals that have been specified as mandatory in approval of the type design shall be identified as such.</u>
9.	10	Any person or organisation responsible under M.A.201 shall report to the [Company], <u>the State of Registry</u> , and the organisation responsible for the <u>aircraft</u> type design <u>any fault, malfunction, defect, or other condition of an aircraft, engine, propeller, or component that has resulted, or may result, in an unsafe condition affecting continuing airworthiness. Where the condition relates to an engine or propeller, the organisation shall also report the condition to the organisation responsible for the engine or propeller type design. Where the condition is associated with a modification or repair, the organisation shall also report it to the individual or organisation responsible for the design of that modification or repair</u> or supplemental type design any identified condition of an aircraft or component that hazards seriously the flight safety.
10.	23	Notwithstanding paragraph (b), minor amendments to the exposition may be approved through an exposition procedure (hereinafter called indirect approval) provided it is agreed upon by Kuwait DGCA.
11.	23	<u>The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance control manual, acceptable to the Kuwait DGCA, in accordance with the requirements of (e) Bellow. The design of the manual shall observe Human Factors principles.</u>
12.	23	<u>a description of the procedures required by (d) above including, when applicable:</u>
13.	23	<u>a description of the administrative arrangements between the operator and the approved maintenance organization;</u>
14.	23	<u>a description of the maintenance procedures and the procedures for completing and signing a maintenance release when maintenance is based on a system other than that of an approved maintenance organization.</u>
15.		[TABLE] Revision <u>23</u> Feb-Nov 2020 <u>2025</u>