



2026/01/05

2026/007/SUPDT-R/41

All KCASR Stockholders and Users

Subject.: Notice of Proposed Amendment's (NPA) No. 2026-02 to Kuwait Civil Aviation Safety Regulations KCASR 1 - PERSONNEL LICENSINGPART 66 - ACCEPTABLE MEANS OF COMPLIANCE (AMC) & GUIDANCE MATERIALS (GM) Rev 05.

Dear Sir,

Purpose:

The purpose of this NPA is to announce to the KCASR users the intention of the Directorate General of Civil Aviation to amend KCASR 1 - PERSONNEL LICENSINGPART 66 - ACCEPTABLE MEANS OF COMPLIANCE (AMC) & GUIDANCE MATERIALS (GM) (issue 4) to be in line with EASA requirements.

Action Required:

All users of KCASR are required to refer to DGCA/ASD website (<https://kcasr.dgca.gov.kw>) for reviewing the NPA and mail or email (safety@dgca.gov.kw) their comments to DGCA by 19/Feb/2026 using the attached NPA Response Sheet Forms No. 1500 or using NPA comments & feedback form on the website. If we do not receive your response by this date, it will be assumed that you do not have any comments on the proposal.

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

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

Yours Sincerely,

President of Civil Aviation

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

CC: Director General of Civil Aviation.
Dy. Dir. Gen. Kuwait. Intel. Airport Affairs.
Dy. Dir. Gen. for Air Navigation Services Affairs.
Safety Management Coordination Center (SMCC).
Head of Technical Office.
Civil Aviation Security Department.
Aviation Safety Director.
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Rev. 11

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EM
4.1

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

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

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

Text to be deleted

New text to be inserted is in Blue Color.

New text to be inserted

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

New text to replace existing text

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

Text is unchanged

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

| Side bar indicates that text is changed or added.

NPA RESPONSE FORM
NPA



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

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

☐ No comments on the proposal.

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

Name:

Organization:

Address/Contact No:

E-Mail:

Signature:

Date:



الطيران المدني
Civil Aviation

دولة الكويت - State of Kuwait

Kuwait Civil Aviation Safety Regulations

KCASR 1 – PERSONNEL LICENSING

PART 66 – ACCEPTABLE MEANS OF COMPLIANCE (AMC) & GUIDANCE MATERIALS (GM)

Amendment Record

[illegible]

Kuwait Civil Aviation Safety Regulations		Part 01 – Personnel Licensing
		Part 66 – AMC & GM

Control of this Document

DC.1 Introduction

DC.1.1 Pursuant to Law No [\(85\) of the Year 2025](#), (30) of the year 1960 and subsequent Ministerial Decision No (18) of the year 1996, based upon that Law and as reflected in the Preamble to the Kuwait Civil Aviation Safety Regulations, Issue 4, Rev.2, August 2019, 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 AMC & GM is hereby established for compliance by all persons concerned. This AMC & GM shall be known as KCASR - Part 66 Certifying Staff Acceptable Means of Compliance (AMC) & Guidance Material (GM) and any reference to this title shall mean referring to these regulations governing the requirements to be met for the certification of personnel licensing.

DC.2 Authority for this Regulation

DC.2.1 This KCASR - Part 66 Certifying Staff Acceptable Means of Compliance (AMC) & Guidance Material (GM) is issued on the authority of the President of the Kuwait Directorate General of Civil Aviation.

DC.3 Applicability

DC.3.1 This KCASR - Part 66 Certifying Staff Acceptable Means of Compliance (AMC) & Guidance Material (GM) is applicable to the aviation industry of the State of Kuwait.

DC.4 Scope

DC.4.1 KCASR 1 Personnel Licensing (AMC & GM) contains the acceptable means of compliance and guidance material for the personnel licensing regulations and shows compliance with ICAO Annex 1. The AMC & GM are separated into the following parts with cross references between parts where applicable.

Part ARA Authority Requirements for Aircrew (AMC & GM)
Part ORA Organisational Requirements for Aircrew (AMC & GM)
Part FCL Flight Crew Licensing (AMC & GM)
Part CC Cabin Crew (AMC & GM)
Part FOO/FD Flight Operation Officer and Flight Dispatcher (AMC & GM)
Part MED Medical (AMC & GM)
Part 66 Aircraft Maintenance Engineer Licence (AMC & GM)
Part 147 Approved Training Organisations (AMC & GM)
Part ATCO Air Traffic Control Officer (AMC & GM)

DC.5 Definitions

DC.5.1 Terms not defined 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.

Issue 4	Revision 56	Jan-Feb 2023 2026	Page 5 of 100
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Section A - Technical Requirements

GM 66.A.3 Licence categories

Individual aircraft maintenance licence holders need not be restricted to a single category. Provided that each qualification requirement is satisfied, any combination of categories may be granted.

GM1 66.A.5 Aircraft groups

The following table summarises the applicability of categories/subcategories of Part-66 licences versus the groups/subgroups of aircraft:

<u>Category/subcategory</u>	<u>A, B1 and C</u>	<u>B2</u>	<u>B3</u>
<u>1</u> – <u>Complex motor-powered aircraft</u> – <u>Multi-engine helicopters</u> – <u>Aeroplanes above FL290</u> – <u>Aircraft with fly-by-wire systems</u> – <u>Any other aircraft when defined by Kuwait DGCA</u>	X	X	
<u>2</u> <u>2a: Single turboprop aeroplanes</u> <u>2b: Single turbine helicopters</u> <u>2c: Single piston helicopters</u>	X	X	
<u>3</u> – <u>Piston engine aeroplanes</u>	X	X	
<u>3</u> – <u>Piston engine aeroplanes (non- pressurised of 2000 kg MTOM and below)</u>	X	X	X

AMC 66.A.10 Application

Maintenance experience should be written up in a manner that the reader has a reasonable understanding of where, when and what maintenance constitutes the experience. A task-by task account is not necessary but at the same time a bland statement “X year’s maintenance experience completed” is not acceptable. A logbook of maintenance experience is required to be kept. It is acceptable to cross-refer in the KCASR Form 19 to other documents containing information on maintenance.

Applicants claiming the maximum reduction in 66.A.30 (a) total experience based upon successful completion of 147.A.200 approved basic training should include the Part-147 certificate of recognition for approved basic training.

Kuwait Civil Aviation Safety Regulations		Part 01 – Personnel Licensing
		Part 66 – AMC & GM

Applicants claiming reduction in 66.A.30 (a) total experience based upon successful completion of technical training in an organisation or institute recognised by the Kuwait DGCA as a competent organisation or institute should include the relevant certificate of successful completion of training.

GM 66.A.20(a) Privileges

1. The following definitions apply:

Electrical system means the aircraft electrical power supply source, plus the distribution system to the different components contained in the aircraft and relevant connectors. Lighting systems are also included in this definition. When working on cables and connectors which are part of these electrical systems, the following typical practices are included in the privileges:

- ___ Continuity, insulation and bonding techniques and testing;
- ___ Crimping and testing of crimped joints;
- ___ Connector pin removal and insertion;
- ___ Wiring protection techniques.

Avionics system means an aircraft system that transfers, processes, displays or stores analogue or digital data using data lines, data buses, coaxial cables, wireless or other data transmission medium, and includes the system's components and connectors. Examples of avionics systems include the following:

- ___ Auto flight;
- ___ Communication, Radar and Navigation;
- ___ Instruments (see NOTE below);
- ___ In-Flight Entertainment Systems;
- ___ Integrated Modular Avionics (IMA);
- ___ On-Board Maintenance Systems;
- ___ Information Systems;
- ___ Fly-by-Wire Systems (related to ATA27 "Flight Controls");
- ___ Fibre Optic Control Systems.

Note: Instruments are formally included in the privileges of the B2 licence holders. However, maintenance on electromechanical and pitot-static components may also be released by a B1 or B3 license holder.

Simple test means a test described in approved maintenance data and meeting all the following criteria:

- ___ The serviceability of the system can be verified using aircraft controls, switches, Built-in Test Equipment (BITE), Central Maintenance Computer (CMC) or external test equipment not involving special training.

Issue 4	Revision 5 6	Jan-Feb 2023 2026	Page 7 of 100
---------	-------------------------	------------------------------	---------------



- The outcome of the test is a unique go–no go indication or parameter, which can be a single value or a value within an interval tolerance. No interpretation of the test result or interdependence of different values is allowed.
- The test does not involve more than 10 actions as described in the approved maintenance data (not including those required to configure the aircraft prior to the test, i.e. jacking, flaps down, etc. or to return the aircraft to its initial configuration). Pushing a control, switch or button, and reading the corresponding outcome may be considered as a single step even if the maintenance data shows them separated.

Troubleshooting means the procedures and actions necessary to identify the root cause of a defect or malfunction using approved maintenance data. It may include the use of BITE or external test equipment.

Line maintenance [refer to AMC1 145.A.10](#)

~~means any maintenance that is carried out before flight to ensure that the aircraft is fit for the intended flight. It may include:~~

~~trouble shooting;~~

~~defect rectification;~~

~~component replacement with the use of external test equipment, if required. Component replacement may include components such as engines and propellers;~~

~~scheduled maintenance and/or checks including visual inspections that will detect obvious unsatisfactory conditions/discrepancies but do not require extensive in-depth inspection. It may also include internal structure, systems and powerplant items which are visible through quick opening access panels/doors;~~

~~minor repairs and modifications which do not require extensive disassembly and can be accomplished by simple means;~~

~~for temporary or occasional cases (Airworthiness Directives, hereinafter AD; service bulletins, hereinafter SB) the quality manager may accept base maintenance tasks to be performed by a line maintenance organisation provided all requirements are fulfilled. The Kuwait DGCA will prescribe the conditions under which these tasks may be performed.~~

Base Maintenance [refer to AMC1 145.A.10](#)

~~means any task falling outside the criteria are given above for Line Maintenance.~~

~~Note: Aircraft maintained in accordance with “progressive” type programmes need to be individually assessed in relation to this paragraph. In principle, the decision to allow some “progressive” checks to be carried out is determined by the assessment that all tasks within the particular check can be carried out safely to the required standards at the designated line maintenance station.~~

2. The category B3 licence does not include any A subcategory. Nevertheless, this does not prevent the B3 licence holder from releasing maintenance tasks typical of the A1.2 subcategory for piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below, within the limitations contained in the B3 licence.

3. [Reserved](#)

4. [Reserved](#)

Kuwait Civil Aviation Safety Regulations		Part 01 – Personnel Licensing
		Part 66 – AMC & GM

~~3.5.~~ The category C licence permits certification of ~~scheduled~~ base maintenance by the issue of a single certificate of release to service for the complete aircraft after the completion of all such maintenance. The basis for this certification is that the maintenance has been carried out by competent mechanics and category B1, B2 and B3 support staff, as appropriate, have signed for the maintenance tasks under their respective specialisation. The principal function of ~~the~~ category C certifying staff is to ensure that all required maintenance has been called up and signed off by ~~the~~ category B1, B2 and B3 support staff, as appropriate, before issue of the certificate of release to service. Only category C personnel who also hold category B1, B2 or B3 qualifications may perform both roles in base maintenance.

AMC 66.A.20(b)2 Privileges

The 6 months maintenance experience in 2 years should be understood as consisting of two elements: duration and nature of the experience. The minimum to meet the requirements for these elements may vary depending on the size and complexity of the aircraft and type of operation and maintenance.

Duration:

Within an approved maintenance organisation:

6 months working within the same organisation; or

6 months split up into different blocks, working within the same or in different organisations.

The 6-month period can be replaced by 100 days of maintenance experience in accordance with the privileges, whether they have been performed within an approved organisation, or as independent certifying staff according to M.A.801 (b)2, or as a combination thereof.

When the licence holder maintains and releases aircraft in accordance with M.A.801 (b)2, in certain circumstances this number of days may even be reduced by 50% when agreed in advance by the Kuwait DGCA. These circumstances consider the cases where the licence holder happens to be the owner of an aircraft and carries out maintenance on his own aircraft, or where a licence holder maintains an aircraft operated for low utilisation, that does not allow the licence holder to accumulate the required experience. This reduction should not be combined with the 20% reduction permitted when carrying out technical support, or maintenance planning, continuing airworthiness management or engineering activities. To avoid a too long period without experience, the working days should be spread over the intended 6-month period.

Nature of the experience:

Depending on the category of the aircraft maintenance licence, the following activities are considered relevant for maintenance experience:

Servicing;

Inspection;

Operational and functional testing;

Troubleshooting;

Repairing;

Modifying;

Issue 4	Revision 56	Jan-Feb 2023 2026	Page 9 of 100
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Kuwait Civil Aviation Safety Regulations		Part 01 – Personnel Licensing
		Part 66 – AMC & GM

AMC 66.A.30(a) Basic experience requirements

- 1) For a category C applicant holding an academic degree the representative selection of tasks should include the observation of hangar maintenance, maintenance planning, quality assurance, record-keeping, approved spare parts control and engineering development.
- 2) While an applicant for a category C licence may be qualified by having 3 years' experience as category B1 or B2 certifying staff only in line maintenance, it is however recommended that any applicant for a category C holding a B1 or B2 licence demonstrate at least 12 months experience as a B1 or B2 support staff.
- 3) A skilled worker is a person who has successfully completed training acceptable to the Kuwait DGCA and involving the manufacture, repair, overhaul or inspection of mechanical, electrical or electronic equipment. The training should be in line with the requirements stipulated in KCASR 1 Part-66 Appendix I, and would include the use of tools and measuring devices.

Applications for the eligibility for skilled worker will be assessed on a case-by-case basis, Additional maintenance experience may be required as deemed necessary by Kuwait DGCA.

4) Maintenance experience on operating aircraft:

- Means the experience of being involved in maintenance tasks on aircraft which are being operated by airlines, air taxi organisations, owners, etc.; as relevant to the licence category/subcategory
- Should cover a wide range of tasks in length, complexity and variety;
- Aims at gaining sufficient experience in the real environment of maintenance as opposed to only the training school environment;
- ~~May be gained within different types of maintenance organisations (Part 145, M.A. Subpart F etc.) or under the supervision of independent certifying staff;~~
- May be combined with Part-147 approved training so that periods of training can be intermixed with periods of experience, similar to an apprenticeship.
- may be full-time or part-time, either as professional or on a voluntary basis.

5) In the case of an applicant for a licence, including several categories/subcategories, it is acceptable to combine the periods of experience as long as there is a sufficient experience for each category/subcategory during the required period. Examples:

- Application for a B1.1 (turbine aeroplanes) + B1.3 (turbine helicopters): the Regulation requires 5 years of experience for B1.1 and 5 years of experience for B1.3 for an applicant with no relevant previous technical training:
 - It is not acceptable to combine the experience in a single 5-year period where the applicant has been working for 3 years on turbine aeroplanes and 2 years on turbine helicopters.
 - However, it is acceptable to combine the experience in a single 5-year period if the applicant has been working for 5 years on turbine aeroplanes and turbine helicopters (for example, aeroplanes in the morning, helicopters in the afternoon.

Issue 4	Revision 5 6	Jan-Feb 2023 2026	Page 13 of 100
---------	-------------------------	------------------------------	----------------



or a few days every week on aeroplanes and a few days every week on helicopters).

- Application for a B1.1 (turbine aeroplanes) + B2 (avionics): the Regulation requires 5 years of experience for B1.1 and 5 years of experience for B2 for an applicant with no relevant previous technical training.

— It is not acceptable to combine the experience in a single 5-year period where the applicant has been working for 3 years on turbine aeroplanes (with no avionics work) and 2 years on avionics systems.

— However, it is acceptable to combine the experience in a single 5-year period if the applicant has been working for 5 years on structures, powerplant, mechanical and electrical systems and avionics (for B1.1 tasks in the morning, B2 tasks in the afternoon, or a few days every week for B1.1 tasks and a few days every week for B2 tasks).

— Application for a B1.1, B1.2, B1.3, B1.4 and B2: the Regulation requires 5 years of experience for B1.1, B1.3 and B2, and 3 years of experience for B1.2 and B1.4 for an applicant with no relevant previous technical training.

— In this case, it is very unlikely that the experience for each category/subcategory would be sufficient.

experience requirements

The table below summarises the basic experience requirements for the category C licence.

<u>From:</u>	<u>To:</u>	<u>Category C for CMPA</u>	<u>Category C for other than</u>
<u>Holder of a licence with B1.1, B1.3, B2 or B3*</u>	<u>3 years of experience as support or both support staff and certifying staff, in operating CMPA, including 12 months as support staff in base maintenance.</u>		<u>3 years of experience as support staff, or both support staff and certifying staff, in operating other than CMPA, including 6 months as support staff in base maintenance.</u>
<u>Holder of a licence with B1.2 or B1.4</u>	<u>5 years of experience as support or both support staff and certifying staff, in operating CMPA, including 12 months as support staff in base maintenance.</u>		
<u>Holder of an academic degree, in a relevant technical discipline, issued by a university or any other higher educational institution recognised by the Kuwait DGCA</u>	<u>3 years of experience in working in aircraft maintenance environment, a representative selection of tasks are directly associated with aircraft maintenance of operating CMPA including 6 months of participation the performance of base maintenance tasks on operating CM</u>		<u>3 years of experience in working in an aircraft maintenance environment, on a representative selection of tasks that are directly associated with aircraft maintenance of operating other than CMPA, including 6 months of participation in the performance of base maintenance tasks on operating other than CMPA.</u>
	<u>2 years of experience as B1 or B2</u>		

Kuwait Civil Aviation Safety Regulations		Part 01 – Personnel Licensing
		Part 66 – AMC & GM

Holder of a licence with category C for other than CMPA	support staff, or both support staff and certifying staff, including 6 months as support staff in base maintenance.	
	Holding an academic degree: 2 of experience in working in an maintenance environment, on a representative selection of tasks are directly associated with aircraft maintenance of operating CMPA, including 3 months of participation the performance of base tasks on operating CMPA.	
Holder of a licence with category C for CMPA		Experience required for Category C for CMPA covers category C for other than CMPA.

* [Only applicable to category C for other than CMPA.](#)

AMC 66.A.30(d) Basic experience requirements

To be considered as recent experience, at least 50% of the required ~~12-month~~ [12-month](#) recent experience should be gained within the 12-month period prior to the date of application for the aircraft maintenance licence. The remainder of the recent experience should have been gained within the 7-year period prior to application. It must be noted that the rest of the basic experience required by 66.A.30 must be obtained within the 10 years prior to the application as required by 66.A.30 (f).

AMC 66.A.30(e) Basic experience requirements

For category A the additional experience of civil aircraft maintenance should be a minimum of 6 months. For category B1, B2 or B3 the additional experience of civil aircraft maintenance should be a minimum of 12 months.


Aircraft maintenance experience gained outside a civil aircraft maintenance environment may include aircraft maintenance experience gained in armed forces, coast guards, police, etc., or in aircraft manufacturing.

GM 66.A.40 Continued validity of the aircraft maintenance licence

The validity of the aircraft maintenance licence is not affected by recency of maintenance experience whereas the validity of the 66.A.20 privileges is affected by maintenance experience as specified in 66.A.20 (a).

GM 66.A.45(b) Endorsement with aircraft ratings

Issue 4	Revision 5 6	Jan-Feb 2023 2026	Page 15 of 100
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Kuwait Civil Aviation Safety Regulations			Part 01 – Personnel Licensing	
			Part 66 – AMC & GM	
Aircraft rating requirements				
Aircraft groups	B1/B3 Licence (For B1)	B2 Licence	C Licence	
Group 1 - ___ Complex motor-powered aircraft. - ___ Multiple engine helicopters. - ___ <u>Other than piston-engine A</u> aeroplanes certified above FL290. - ___ Aircraft equipped with fly-by-wire. - ___ Other aircraft when defined by the Kuwait DGCA.	Individual TYPE RATING Type training: - Theory + examination - Practical + assessment PLUS OJT (for first aircraft in licence subcategory)	Individual TYPE RATING Type training: - Theory + examination - Practical + assessment PLUS OJT (for first aircraft in licence category)	Individual TYPE RATING Type training: - Theory + examination	
Group 2: Subgroups: 2a: single turboprop aeroplanes (*) 2b: single turbine engine helicopters (*) 2c: single piston-engine helicopters (*) (*) Except those classified in Group 1.	(For B1.1, B1.3, B1.4) Individual TYPE RATING (type training + OJT) or (type examination + practical experience) Full SUBGROUP RATING (type training + OJT) or (type examination + practical experience) on at least 3 aircraft representative of that subgroup Manufacturer SUBGROUP RATING (type training + OJT) or (type examination + practical experience) on at least 2 aircraft representative of that manufacturer subgroup	Individual TYPE RATING (type training + OJT) or (type examination + practical experience) Full SUBGROUP RATING based on demonstration of practical experience Manufacturer SUBGROUP RATING based on demonstration of practical experience	Individual TYPE RATING type training or type examination Full SUBGROUP RATING type training or type examination on at least 3 aircraft representative of that subgroup Manufacturer SUBGROUP RATING type training or type examination on at least 2 aircraft representative of that manufacturer subgroup	
Group 3 Piston-engine aeroplanes (except those classified in Group 1)	(For B1.2) Individual TYPE RATING (type training + OJT) or (type examination + practical experience) Full GROUP 3 RATING based on demonstration of practical experience Limitations: Pressurised aeroplane Metal aeroplanes Composite aeroplanes Wooden aeroplanes Metal tubing & fabric aeroplanes	Individual TYPE RATING (type training + OJT) or (type examination + practical experience) Full GROUP 3 RATING based on demonstration of practical experience	Individual TYPE RATING type training or type examination Full GROUP 3 RATING based on demonstration of practical experience	
Piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below	(For B3) FULL RATING “Piston engine non-pressurised aeroplanes of 2 000 kg MTOM and below” based on demonstration of practical experience Limitations: - ___ Metal aeroplanes - ___ Composite aeroplanes - ___ Wooden aeroplanes - ___ Metal tubing & and fabric aeroplanes	Not-Applicable <u>This rating cannot be endorsed on a B2 licence. These aircraft are already covered by the endorsement of ratings for Group 3 aircraft (see box above)</u>	Not-Applicable <u>This rating cannot be endorsed on a C licence. These aircraft are already covered by the endorsement of ratings for Group 3 aircraft (see box above)</u>	

Kuwait Civil Aviation Safety Regulations		Part 01 – Personnel Licensing
		Part 66 – AMC & GM

GM 66.A.45(b) Endorsement with aircraft ratings

An aircraft type rating includes all the aircraft models/variants listed in column 2 of Appendix I to AMC to Part-66.

When a person already holds a type rating on the licence and such type rating is amended in the Appendix I to AMC to Part-66 in order to include additional models/variants, there is no need for additional type training for the purpose of amending the type rating in the licence. The rating should be amended to include the new variants, upon request by the applicant, without additional requirements. However, it is the responsibility of the licence holder and, if applicable, the maintenance organisation where he/she is employed to comply with 66.A.20(b)3 and 145.A.35(a), as applicable, before he/she exercises certification privileges.

Similarly, type training courses covering certain, but not all the models/variants included in a type rating, are valid for the purpose of endorsing the full type rating.

Kuwait Civil Aviation Safety Regulations		Part 01 – Personnel Licensing
		Part 66 – AMC & GM

The maintenance organisation approved under Part-145 may keep the experience record of applicants in a different form from that of application KCASR Form 19 but such different form or manner should be acceptable to the Kuwait DGCA.

AMC 66.B.110 Procedure for the change of an aircraft maintenance licence to include an additional basic category or subcategory

In the case of computer-generated licences, the licence should be reissued.

AMC 66.B.115 Procedure for the change of an aircraft maintenance licence to include an aircraft rating or to remove limitations

Where the type training has not been conducted by a Part-147 organisation, there should be supporting documents confirming to the Kuwait DGCA that:

the type training has been approved by the Kuwait DGCA in accordance with 66.B.130;

the applicant has completed the elements of the approved type training; and

the trainee has been successfully examined/assessed.

Aircraft type training may be subdivided in airframe and/or powerplant and/or avionics/electrical systems type training courses.

Airframe type training course means a type training course including all relevant aircraft structure and electrical and mechanical systems excluding the powerplant.

Powerplant type training course means a type training course on the bare engine, including the build-up to a quick engine change unit.

The interface of the engine/airframe systems should be addressed by either airframe or powerplant type training course. In some cases, such as for general aviation, it may be more appropriate to cover the interface during the airframe course due to the large variety of aircraft that can have the same engine type installed.

Avionics/electrical systems type training course means type training on avionics and electrical systems covered by but not necessarily limited to ATA Chapters 22, 23, 24, 25, 27, 31, 33, 34, 42, 44, 45, 46, 73 and 77 or equivalent.

For the acceptance of the OJT programme described in Section 6 of Appendix III to Part-66, the Kuwait DGCA should develop adequate procedures which may be similar to the procedure described in AMC 66.B.130 for the “direct approval of aircraft type training”.

~~In the case where the Kuwait DGCA is different from the competent authority of the maintenance organisation which provides the OJT, the Kuwait DGCA may take into consideration the fact that the maintenance organisation may already have the OJT programme accepted by their own competent authority (through Chapter 3.15 of the MOE, as described in AMC 145.A.70(a)).~~

AMC 66.B.100 to 115

Aircraft type endorsement should use the standard codes contained in Appendix I to the AMCs.

Issue 4	Revision 5 <u>6</u>	Jan-Feb 2023 <u>2026</u>	Page 26 of 100
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