



2026/01/05

2026/0. 17/SUPDT-R/41

## All KCASR Stockholders and Users

**Subject: Notice of Proposed Amendment's (NPA) No. 2026-04 to Kuwait Civil Aviation Safety Regulations KCASR 1 - PERSONNEL LICENSING PART 147 - ACCEPTABLE MEANS OF COMPLIANCE (AMC) & GUIDANCE MATERIALS (GM) Rev 04.**

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 LICENSING PART 147 - 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](mailto: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. Alrajhi**

Acting / Deputy Director General

for Aviation Safety, Air Transport &amp; Aviation Security

CC: Director General of Civil Aviation.  
Dy. Dir. Gen. Kuwait. Intel. Airport Affairs.  
Dy. Dir. Gen. for Air Navigation Services Affairs.  
Safety Management Coordination Center (SMCC).  
Head of Technical Office.  
Civil Aviation Security Department.  
Aviation Safety Director.  
Air Transport Director.  
Inspection & oversight Superintendent.  
Head of Standards & Aviation Safety Regulations Division.

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Rev. 11

EM

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**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:

<i>Kuwait Civil Aviation Safety Regulations</i>		<i>KCASR 1 – Personnel Licensing</i>
		<i>Part 147 – (AMC &amp; GM)</i>



# Kuwait Civil Aviation Safety Regulations


## KCASR 1 – PERSONNEL LICENSING

### *PART 147 – ACCEPTABLE MEANS OF COMPLIANCE (AMC) & GUIDANCE MATERIALS (GM)*

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## Amendment Record

Amendment No	Date of Issue	Remarks
1	May 2018	NSRA 2018-17 Implemented (addition of Appendix V and VI)
2	June 2018	Part Rename
3	September 2018	Reg Circular 2018-29 (DGCA Requirements NPA 2018-36)
4	Oct. 2020	NPA 2020-17 (DGCA Requirements)
5	Nov 2021	NPA 2021-17
<a href="#">6</a>	<del>DecFeb. 2025</del> 2026	<a href="#">NPA 2026-04 In order to be in synch with EASA (989/2023)</a>

<i>Kuwait Civil Aviation Safety Regulations</i>		<i>KCASR 1 – Personnel Licensing</i>
		<i>Part 147 – (AMC &amp; GM)</i>

## 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 1 - Part 147 Approved Maintenance Training Organisations Acceptable Means of Compliance (AMC) and 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 1 - Part 147 Approved Maintenance Training Organisations Acceptable Means of Compliance (AMC) and 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 1 - Part 147 Approved Maintenance Training Organisations Acceptable Means of Compliance (AMC) and 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.

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<i>Kuwait Civil Aviation Safety Regulations</i>		<i>KCASR 1 – Personnel Licensing</i>
		<i>Part 147 – (AMC &amp; GM)</i>

## Section A - Technical/Organisation Requirements

### GM 147.A.10 General

Such an organisation may conduct business from more than one address and may hold more than one Part approval.

### AMC 147.A.15 Application

The application form should contain the information required in the KCASR Form 12.

### AMC 147.A.100(i) Facility requirements

1. For approved basic maintenance training courses this means holding<sub>1</sub> and ensuring reasonable access to<sub>1</sub> copies of all relevant Parts and national aviation legislation, examples of typical aircraft maintenance manuals and service bulletins, Airworthiness Directives, aircraft and components<sub>s</sub> records, release documentation, procedures manuals and aircraft maintenance programmes.
2. Except for the relevant Parts and national aviation regulations, the remainder of the documentation should represent typical examples for both large and small aircraft and cover both aeroplanes and helicopters as appropriate. Avionics<sub>s</sub> documentation should cover a representative range of available equipment. All documentation should be reviewed and updated on a regular basis.

### GM 147.A.100(i) Facility requirements

Where the organisation has ~~an existing~~<sub>a</sub> library of regulations, manuals and documentation required by another ~~Part~~<sub>DGCA regulation</sub>, it is not necessary to duplicate such a facility<sub>1</sub> subject to student access being under controlled supervision.

### AMC 147.A.105 Personnel requirements


1. The larger maintenance training organisation (an organisation with the capacity to provide training for 50 students or more) should appoint a training manager with the responsibility of managing the training organisation on a day-to-day basis. Such a person could also be the accountable manager. In addition, the organisation should appoint a quality manager with the responsibility of managing the quality system as specified in paragraph 147.A.130 (b) and an examination manager with the responsibility of managing the relevant Part-147 Subpart C (Basic training) or Subpart D (Type training) examination system. Such person(s) may also be an instructor and/or examiner.
2. The smaller maintenance training organisation (an organisation with the capacity to provide training for less than 50 students) may combine any or all of the subparagraph (1) positions subject to the Kuwait DGCA verifying and being satisfied that all functions can be properly carried out in combination.

### AMC 147.A.105(b) Personnel requirements

With the exception of the accountable manager, a KCASR Form 4 should be completed for each person nominated to hold a position required by 147.A.105 (b). An example of a KCASR Form 4 is included in Appendix II to AMC.

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### **GM 147.A.105(c) Personnel requirements**

The maintenance training organisation should have a nucleus of permanently employed staff to undertake the minimum amount of maintenance training proposed but may contract, on a part-time basis, instructors for subjects which are only taught on an occasional basis.

### **AMC 147.A.105(f) Personnel requirements**

Any person currently accepted by the Kuwait DGCA in accordance with the national aviation regulations in force prior to Part-147 coming into force may continue to be accepted in accordance with 147.A.105 (f).

Paragraph 3 of Appendix III to AMC to Part-66 provides criteria to establish the qualification of assessors.

The instructors should be trained in the subject they deliver, including the appropriate training methods and tools, as applicable.

### **GM 147.A.105(f) Personnel requirements**

It is required that potential instructors be trained in instructional techniques.

### **GM 147.A.105(g) Personnel requirements**

Examiners should demonstrate a clear understanding of the examination standard required by Part-66 and have a responsible attitude to the conduct of examinations such that the highest integrity is ensured.

### **AMC 147.A.105(h) Personnel requirements**

Updating training should normally be of 35 hours duration but may be adjusted to the scope of training of the organisation and particular instructor/examiner.

### **GM 147.A.105(h) Personnel requirements**


- Records should show for each instructor/examiner when the updating training was scheduled and when it took place.
- The updating training may be subdivided during the 24 months into more than one element and may include such activities as attendance at relevant lectures and symposiums.

### **AMC 147.A.110 Records of instructors, examiners and assessors**

- The following minimum information relevant to the scope of activity should be kept on record in respect of each instructor, knowledge examiner and practical assessor:
  - Name;
  - Date of birth;
  - Personnel number;
  - Experience;
  - Qualifications;
  - Training history (before entry);
  - Subsequent training;
  - Scope of activity;
  - Starting date of employment/contract;

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- (j) If appropriate – ending date of employment/contract.
- The record may be kept in any format but should be under the control of the organisations quality system.
  - Persons authorised to access the system should be maintained at a minimum to ensure that records cannot be altered in an unauthorised manner or that such confidential records become accessible to unauthorised persons.
  - The Kuwait DGCA is an authorised person when investigating the records system for initial and continued approval or when the Kuwait DGCA has cause to doubt the competence of a particular person.

#### **GM 147.A.110 Records of instructors, examiners and assessors**

Instructors, knowledge examiners and practical assessors should be provided with a copy of their terms of reference.

#### **GM 147.A.115(a);(d) Instructional equipment**

- ~~Synthetic training devices are working models of a particular system or component and include computer simulations.~~
- ~~A synthetic training device is considered beneficial for complex systems and fault diagnostic purposes.~~

It is acknowledged that situations could exist where the size and complexity of such MSTDs and/or MTDs may require dedicated infrastructure. Such instances should be acceptable provided that student access to, and the use of, the respective MSTDs/MTDs is appropriately ensured.

#### **AMC 147.A.115(c) Instructional equipment**

- An appropriate selection of aircraft parts means appropriate in relation to the particular subject module or sub-module of Part-66 being instructed. For example, the turbine engine module should require the provision of sufficient parts from different types of turbine engine to show what such parts look like, what the critical areas are from a maintenance viewpoint and to enable disassembly/assembly exercises to be completed.
- Appropriate aircraft, engines, aircraft parts and avionics equipment means appropriate in relation to the particular subject module or sub-module of Part-66 being instructed.

For example, category B2 avionic training should require, amongst other equipment, access to at least one type of installed autopilot and flight director system such that maintenance and system functioning can be observed and therefore more fully understood by the student in the working environment.


- “Access” may be interpreted to mean, in conjunction with the facilities requirement of 147.A.100 (d), that there may be an agreement with a maintenance organisation approved under Part-145 to access such parts, etc.

~~3.~~

#### **AMC 147.A.120(a) Maintenance training material**

Training course notes, diagrams and any other instructional material should be accurate. Where an amendment service is not provided, a written warning to this effect should be given.

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## Section B - Procedure for Kuwait DGCA

### AMC 147.B.10(a) Kuwait DGCA

1. In deciding upon the required organisational structure, the Kuwait DGCA should review the number of certificates to be issued, the number and size of potential Part-147 approved maintenance training organisations within Kuwait, as well as the level of civil aviation activity, number and complexity of aircraft and the size of the Kuwait DGCA's aviation industry.
2. The Kuwait DGCA should retain effective control of important surveillance functions and not delegate them in such a way that Part-147 organisations, in effect, regulate themselves in airworthiness matters.
3. The set-up of the organisational structure should ensure that the various tasks and obligations of the Kuwait DGCA are not relying on individuals. That means that a continued and undisturbed fulfilment of these tasks and obligations of the competent authority should also be guaranteed in case of illness, accident or leave of individual employees.

### AMC 147.B.10(b) Kuwait DGCA

1. Kuwait DGCA surveyors should have:
  - 1.1 practical experience and expertise in the application of aviation safety standards and safe operating practices;
  - 1.2 comprehensive knowledge of:
    - (i) relevant parts of implementing rules, certification specifications and guidance material;
    - (ii) the Kuwait DGCA's procedures;
    - (iii) the rights and obligations of a surveyor;
    - (iv) quality systems;
    - (v) continuing airworthiness management.
  - 1.3 training on auditing techniques;
  - 1.4 five years relevant work experience to be allowed to work as a surveyor independently. This may include experience gained during training to obtain the 1.5 qualification;
  - 1.5 relevant engineering degree or an aircraft maintenance or training qualification with additional education. 'Relevant engineering degree' means an engineering degree from aeronautical, mechanical, electrical, electronic, avionic or other studies relevant to the maintenance and continuing airworthiness of aircraft/aircraft components;
  - 1.6 knowledge of a relevant sample of aircraft types;
  - 1.7 knowledge of maintenance training standards.
2. In addition to technical competency, surveyors should have a high degree of integrity, be impartial in carrying out their tasks, be tactful, and have a good understanding of human nature.
3. A programme for continuation training should be developed that ensures that the surveyors remain competent to perform their allocated tasks.

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Table 3	Basic Training – Knowledge examiners	
Qualification /experience	Acceptable mean of compliance	Comments / limitations
Speciality knowledge	Knowledge examiners should meet the same criteria as the theoretical instructor of the concerned modules (i.e. examiner for Module 11 meet the criteria of instructor for Module 11)	
Pedagogical skills	<p><del>Option 1: Instructor Certificate delivered by a legal entity* recognised by its local authority and acceptable by Kuwait DGCA</del></p> <p>or</p> <p><del>Option 2:</del> Completion of a “train the <del>trainer</del> <u>examiner</u>” course and Assessment performed and documented by the Training Organisation’s Training Manager (if himself appropriately qualified as knowledge examiner and in accordance with a MTOE procedure).</p>	*Teacher education from a University in Kuwait etc. or an acceptable equivalent. Certificates obtained outside Kuwait will need evaluation.
Other knowledge	A training on KCASR 1 regulations: Part 66 (basic), 147 (basic), addressing examinations and documented familiarisation with the specific training procedures and requirements as described in the approved MTOE.	
Speciality experience	N/A*	*However practical experience in A/C maintenance, design or production activities is advantageous