سلامة الطيران
AVIATION SAFETY

الهيئة العامة للطيران المدني
Civil Aviation Authority
State of Kuwait | دولة الكويت

2026/04/26

2026/059/SUPDT-R/41

All KCASR Stockholders and Users

Subject.: ***Notice of Proposed Amendment's (NPA) No. 2026-06 to Kuwait Civil Aviation Safety Regulations KCASR 4 - AERONAUTICAL CHARTS Rev 04.***

Dear Sir,

Purpose:

The purpose of this NPA is to announce to the KCASR users the intention of the Civil Aviation Authority to amend ***KCASR 4 - AERONAUTICAL CHARTS*** (issue 4) to comply with ICAO standers and recommended practices up to amendment (63).

Action Required:

All users of KCASR are required to refer to the CAA/ASD website (https://kcasr.dgca.gov.kw) for reviewing the NPA and mail or email (safety@dgca.gov.kw) their comments by 30/Jul/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 CAA/Aviation Safety Department personnel are available to answer your questions on the interpretation and intended implementation of the proposed amendments.

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

Yours Sincerely,

President of Civil Aviation

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

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

EM 20.4

NPA RESPONSE FORM

NPA 2026-06

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:

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.

Kuwait Civil Aviation Safety Regulations

KCASR 4 - AERONAUTICAL CHARTS

Amendment Record

Amendment No	Date of Issue	Remarks
1	June 2018	Part Rename
2	September 2018	Reg Circular 2018-25 (ICAO Amendment 60 to Annex 4) NPA 2018-28
3	Aug 2020	Based on NPA 2020-06 Updated to ICAO Annex 4 (Amendment 61)
4	July 2024	Based on NPA 2024-05 Updated to ICAO Annex 4 (Amendment 62)
5	October 2026	Based on NPA 2026-06 Updated to ICAO Annex 4 (Amendment 63)

Air transit route. A defined route for the air transiting of helicopters.

Airway. A control area or portion thereof established in the form of a corridor.

Altitude. The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).

Application. Manipulation and processing of data in support of user requirements (ISO 19104*).

Apron. A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.

Area minimum altitude (AMA). The minimum altitude to be used under instrument meteorological conditions (IMC) that provides a minimum obstacle clearance within a specified area, normally formed by parallels and meridians.

Area navigation ~~(RNAV)~~. A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

~~***Note.-*** *Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.*~~

Arrival routes. Routes identified in an instrument approach procedure by which aircraft may proceed from the en-route phase of flight to an initial approach fix.

ATS route. A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services.

Note 1.*-The term ATS route is used to mean variously, airway, advisory route, controlled or uncontrolled route, arrival or departure route, etc.*

Note 2.-*An ATS route is defined by route specifications that include an ATS route designator, the track to or from significant points (waypoints), distance between significant points, reporting requirements and, as determined by the appropriate ATS authority, the lowest safe altitude.*

ATS surveillance system. A generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft.

Note.*- A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal to or better than monopulse SSR.*

Bare Earth. Surface of the Earth including bodies of water and permanent ice and snow, and excluding vegetation and man-made objects.

Calendar. Discrete temporal reference system that provides the basis for defining temporal position to a resolution of one day (ISO 19108*).

Navigation specification. A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications:

Required navigation performance (RNP) specification. A navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, e.g. RNP 4, RNP APCH.

~~***Area navigation (RNAV)***~~ ***specification.*** A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.

Note 1.-*The* Performance-based Navigation (PBN) Manual *(Doc 9613), Volume II, contains detailed guidance on navigation specifications.*

Note 2.-*The term RNP, previously defined as "a statement of the navigation performance necessary for operation within a defined airspace", has been removed from this Part as the concept of RNP has been overtaken by the concept of PBN. The term RNP in this Part is now solely used in the context of navigation specifications that require performance monitoring and alerting, e.g. RNP 4 refers to the aircraft and operating requirements, including a 4 NM lateral performance with on-board performance monitoring and alerting that are detailed in Doc 9613.*

Obstacle. All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that:

a) are located on an area intended for the surface movement of aircraft; or

b) extend above a defined surface intended to protect aircraft in flight; or

c) stand outside those defined surfaces and that have been assessed as being a hazard to air navigation.

Note.1*The term obstacle is used in this Part solely for the purpose of specifying the charting of objects that are con-sidered a potential hazard to the safe passage of aircraft in the type of operation for which the individual chart series is designed.*

Obstacle clearance altitude (OCA) or obstacle clearance height (OCH). The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria.

Note 1.- *Obstacle clearance altitude is referenced to mean sea level and obstacle clearance height is referenced to the threshold elevation or in the case of non-precision approaches to the aerodrome elevation or the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. An obstacle clearance height for a circling approach is referenced to the aerodrome elevation.*

Note 2.- *For convenience when both expressions are used they may be written in the form "obstacle clearance altitude/height" and abbreviated "OCA/H".*

Note 3.- *See* Procedures for Air Navigation Services - Aircraft Operations *(Doc 8168), Volume I, Part I, Section 4, Chapter 1, 1.5, and Volume II, Part I, Section 4, Chapter 5, 5.4, for specific applications of this definition.*

Obstacle free zone (OFZ). The airspace above the inner approach surface, inner transitional surfaces, and balked landing surface and that portion of the strip bounded by these surfaces, which is not penetrated by any fixed obstacle other than a low-mass and frangibly mounted one required for air navigation purposes.

Orthometric height. Height of a point related to the geoid, generally presented as an MSL elevation.

Performance-based navigation (PBN). Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.

Note.*-Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, ~~availability~~ and functionality needed for the proposed operation in the context of a particular airspace concept. Availability of a global navigation satellite system signal in space and/or some other navigation aid infrastructure is considered within the airspace concept in order to enable the navigation application.*

Point light. A luminous signal appearing without perceptible length.

Portrayal. Presentation of information to humans (ISO 19117*).

Position (geographical). Set of coordinates (latitude and longitude) referenced to the mathematical reference ellipsoid which define the position of a point on the surface of the Earth.

Precision approach procedure. An instrument approach procedure utilizing azimuth and glide path information provided by ILS or PAR.

Procedure altitude/height. A published altitude/height used in defining the vertical profile of a flight procedure, at or above the minimum obstacle clearance altitude/height where established.

Procedure turn. A manoeuvre in which a turn is made away from a designated track followed by a turn in the opposite direction to permit the aircraft to intercept and proceed along the reciprocal of the designated track.

Note 1.*- Procedure turns are designated "left" or "right" according to the direction of the initial turn.*

Note 2.*- Procedure turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual procedure.*

Prohibited area. An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

Relief. The inequalities in elevation of the surface of the Earth represented on aeronautical charts by contours, hypsometric tints, shading or spot elevations.

7.5 Identification

Each sheet shall be identified by chart series and number.

7.6 Culture and topography

7.6.1 Generalized shore lines of all open water areas, large lakes and rivers shall be shown except where they conflict with data more applicable to the function of the chart.

7.6.2 Within each quadrilateral formed by the parallels and meridians, the area minimum altitude shall be shown, except as provided for in 7.6.3.

Note 1.— *Quadrilaterals formed by the parallels and meridians normally correspond to the whole degree of latitude and longitude. Regardless of the chart scale being used, the area minimum altitude relates to the consequent quadrilateral.*

Note 2. — *Refer to the Procedures for Air Navigation — Aircraft Operations (PANS-OPS, Doc 8168), Volume II, Part I, Section 2, Chapter 1, paragraph 1.8 for method for determination of area minimum altitude*

7.6.3 In areas of high latitude where it is determined by the appropriate authority that True North orientation of the chart is impractical, the area minimum altitude should be shown within each quadrilateral formed by reference lines of the graticule (grid) used.

7.6.4 Where charts are not True North orientated, this fact and the selected orientation used shall be clearly indicated.

7.7 Magnetic variation

Isogonals should be indicated and the date of the isogonic information given.

7.8 Bearings, tracks and radials

7.8.1 Bearings, tracks and radials shall be magnetic, except as provided for in 7.8.2. Where bearings and tracks are additionally provided as true values for ~~RNAV~~ PBN segments, they shall be shown in parentheses to the nearest tenth of a degree, e.g. 290° (294.9°T).

7.8.2 In areas of high latitude where it is determined by the appropriate authority that reference to Magnetic North is impractical, another suitable reference, i.e. True North or Grid North, should be used.

7.8.3 Where bearings, tracks or radials are given with reference to True North or Grid North, this shall be clearly indicated. When Grid North is used, its reference grid meridian shall be identified.

8.5 Identification

The chart shall be identified by a name associated with the airspace portrayed.

Note.- *The name may be that of the air traffic services centre, the name of the largest city or town situated in the area covered by the chart or the name of the city that the aerodrome serves. Where more than one aerodrome serves the city or town, the name of the aerodrome on which the procedures are based should be added.*

8.6 Culture and topography

8.6.1 Generalized shorelines of all open water areas, large lakes and rivers shall be shown except where they conflict with data more applicable to the function of the chart.

8.6.2 To improve situational awareness in areas where significant relief exists, all relief exceeding 300 m (1000 ft) above the elevation of the primary aerodrome should be shown by smoothed contour lines, contour values and layer tints printed in brown. Appropriate spot elevations, including the highest elevation within each top contour line, should be shown printed in black. Obstacles should also be shown.

Note 1.*- The next higher suitable contour line appearing on base topographic maps exceeding 300 m (1000 ft) above the elevation of the primary aerodrome may be selected to start layer tinting.*

Note 2.*-An appropriate brown colour, on which half-tone layer tinting is to be based, is specified in Appendix 3 - Colour Guide for contours and topographic features*.

Note 3.*- Appropriate spot elevations and obstacles are those provided by the procedures specialist.*

8.7 Magnetic variation

The average magnetic variation of the area covered by the chart shall be shown to the nearest degree.

8.8 Bearings, tracks and radials

8.8.1 Bearings, tracks and radials shall be magnetic, except as provided for in 8.8.2. Where bearings and tracks are additionally provided as true values for ~~RNAV~~ PBN segments, they shall be shown in parentheses to the nearest tenth of a degree, e.g. 290° (294.9°T).

8.8.2 In areas of high latitude, where it is determined by the appropriate authority that reference to Magnetic North is impractical, another suitable reference, i.e. True North or Grid North, should be used.

8.8.3 Where bearings, tracks or radials are given with reference to True North or Grid North, this shall be clearly indicated. When Grid North is used, its reference grid meridian shall be identified.

9.5 Identification

The chart shall be identified by the name of the city or town or area which the aerodrome serves, the name of the aerodrome and the identification of the standard departure route(s) - instrument as established in accordance with the Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS, Doc 8168), Volume II, Part I, Section 3, Chapter 5.

Note.-*The identification of the* standard *departure route(s) - instrument is provided by the procedures specialist.*

9.6 Culture and topography

9.6.1 Where the chart is drawn to scale, generalized shore lines of all open water areas, large lakes and rivers shall be shown except where they conflict with data more applicable to the function of the chart.

9.6.2 To improve situational awareness in areas where significant relief exists, the chart should be drawn to scale and all relief exceeding 300 m (1000 ft) above the aerodrome elevation should be shown by smoothed contour lines, contour values and layer tints printed in brown. Appropriate spot elevations, including the highest elevation within each top contour line, should be shown printed in black. Obstacles should also be shown.

Note 1.*-The next higher suitable contour line appearing on base topographic maps exceeding 300 m (1000 ft) above the aerodrome elevation may be selected to start layer tinting.*

Note 2.*-An appropriate brown colour, on which half-tone layer tinting is to be based, is specified in Appendix 3 - Colour Guide for contours and topographic features*.

Note 3.*-Appropriate spot elevations and obstacles are those provided by the procedures specialist.*

9.7 Magnetic variation

Magnetic variation used in determining the magnetic bearings, tracks and radials shall be shown to the nearest degree.

9.8 Bearings, tracks and radials

9.8.1 Bearings, tracks and radials shall be magnetic, except as provided for in 9.8.2. Where bearings and tracks are additionally provided as true values for ~~RNAV~~ PBN segments, they shall be shown in parentheses to the nearest tenth of a degree, e.g. 290° (294.9°T).

Note.*- A note to this effect may be included on the chart.*

9.8.2 In areas of high latitude, where it is determined by the appropriate authority that reference to Magnetic North is impractical, another suitable reference, i.e. True North or Grid North, should be used.

10.5 Identification

The chart shall be identified by the name of the city or town or area which the aerodrome serves, the name of the aerodrome, and the identification of the standard arrival route(s) - instrument as established in accordance with the *Procedures for Air Navigation Services* - Aircraft Operations (PANS-OPS, Doc 8168), Volume II, Part I, Section 4, Chapter 2.

***Note.**-The identification of the standard arrival route(s) - instrument is provided by the procedures specialist.*

10.6 Culture and topography

10.6.1 Where the chart is drawn to scale, generalized shore lines of all open water areas, large lakes and rivers shall be shown except where they conflict with data more applicable to the function of the chart.

10.6.2 To improve situational awareness in areas where significant relief exists, the chart should
be drawn to scale and all relief exceeding 300 m (1 000 ft) above the aerodrome elevation should be shown by smoothed contour lines, contour values and layer tints printed in brown. Appropriate spot elevations, including the highest elevation within each top contour line, should be shown printed in black. Obstacles should also be shown.

***Note 1**. The next higher suitable contour line appearing on base topographic maps exceeding 300 m (1 000 ft) above the aerodrome elevation may be selected to start layer tinting.*

***Note 2**.— An appropriate brown colour, on which half-tone layer tinting is to be based, is specified in Appendix 3 — Colour Guide for contours and topographic features.*

***Note 3**. Appropriate spot elevations and obstacles are those provided by the procedures specialist.*

10.7 Magnetic variation

Magnetic variation used in determining the magnetic bearings, tracks and radials shall be shown to the nearest degree.

10.8 Bearings, tracks and radials

10.8.1 Bearings, tracks and radials shall be magnetic, except as provided for in 10.8.2. Where bearings and tracks are additionally provided as true values for ~~RNAV~~ PBN segments, they shall be shown in parentheses to the nearest tenth of a degree, e.g.
290° (294.9°T).

***Note.** A note to this effect may be included on the chart.*

10.8.2 In areas of high latitude, where it is determined by the appropriate authority that reference to Magnetic North is impractical, another suitable reference, i.e. True North or Grid North, should be used.

aerodrome reference point or when final approach or missed approach procedure gradient is steeper than optimal due to terrain, all relief exceeding 150 m (500 ft) above the aerodrome elevation shall be shown by smoothed contour lines, contour values and layer tints printed in brown. Appropriate spot elevations, including the highest elevation within each top contour line, shall also be shown printed in black.

Note 1.*-The next higher suitable contour line appearing on base topographic maps exceeding 150 m (500 ft) above the aerodrome elevation may be selected to start layer tinting.*

Note 2.*-An appropriate brown colour, on which half-tone layer tinting is to be based, is specified in Appendix 3 — Colour Guide for contours and topographic features*.

Note 3.*-Appropriate spot elevations are those provided by the procedures specialist.*

11.7.3 In areas where relief is lower than specified in 11.7.2, all relief exceeding 150 m (500 ft) above the aerodrome elevation should be shown by smoothed contour lines, contour values and layer tints printed in brown. Appropriate spot elevations, including the highest elevation within each top contour line, should also be shown printed in black.

Note 1.-*The next higher suitable contour line appearing on base topographic maps exceeding 150 m (500 ft) above the aerodrome elevation may be selected to start layer tinting.*

Note 2.*-An appropriate brown colour, on which half-tone layer tinting is to be based, is specified in Appendix 3 - Colour Guide for contours and topographic features*.

Note 3.*-Appropriate spot elevations are those provided by the procedures specialist.*

11.8 Magnetic variation

11.8.1 The magnetic variation should be shown.

11.8.2 When shown, the value of the variation, indicated to the nearest degree, shall agree with that used in determining magnetic bearings, tracks and radials.

11.9 Bearings, tracks and radials

11.9.1 Bearings, tracks and radials shall be magnetic, except as provided for in 11.9.2. Where bearings and tracks are additionally provided as true values for ~~RNAV~~ PBN segments, they shall be shown in parentheses to the nearest tenth of a degree, e.g. 290° (294.9°T).

Note.*- A note to this effect may be included on the chart.*

11.9.2 In areas of high latitude, where it is determined by the appropriate authority that reference to Magnetic North is impractical, another suitable reference, i.e. True North or Grid North, should be used.

11.9.3 Where bearings, tracks or radials are given with reference to True North or Grid North, this shall be clearly indicated. When Grid North is used, its reference grid

but where a suitably located DME is available to provide advisory descent profile information, a table showing the altitudes/heights should be included.

11.10.8.4 A rate of descent table should be shown.

11.10.8.5 For non-precision approach procedures with a final approach fix, the final approach descent gradient to the nearest one-tenth of a per cent and, in parentheses, descent angle to the nearest one-tenth of a degree shall be shown.

11.10.8.6 For precision approach procedures and approach procedures with vertical guidance, the reference datum height to the nearest half metre or foot and the glide path/elevation/vertical path angle to the nearest one-tenth of a degree shall be shown.

11.10.8.7 When a final approach fix is specified at the final approach point for ILS, a clear indication shall be given whether it applies to the ILS, the associated ILS localizer only procedure, or both. In the case of MLS, a clear indication shall be given when an FAF has been specified at the final approach point.

11.10.8.8 If the final approach descent gradient/angle for any type of instrument approach procedure exceeds the maximum value specified in the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), Volume II, a cautionary note shall be included.

11.10.8.9 A note shall be included on the chart indicating the approach procedures that are authorized for simultaneous independent or dependent operations. The note shall include the runway(s) involved and if they are closely spaced.

11.10.8.10 For approach procedures having PBN segments, a PBN requirements box shall be included.

***Note**. — Refer to the* Procedures for Air Navigation Services — Aircraft Operations *(PANS-OPS, Doc 8168), Volume II, Part III, Section 5 for information on a PBN requirements box.*

11.10.9 Aeronautical database requirements

Appropriate data to support navigation database coding shall be published in accordance with the *Procedures for Air Navigation Services - Aircraft Operations* (PANS-OPS, Doc 8168), Volume II, Part III, Section 5, Chapter 2, 2.3, for ~~RNAV~~ PBN procedures and Volume II, Part I, Section 4, Chapter 9, 9.4.1.3, for non-~~RNAV~~ PBN procedures, on the verso of the chart or as a separate, properly referenced sheet.

***Note.**-Appropriate data are those provided by the procedures specialist.*