2026/05/10

2026/062/SUPDT-R/41

All KCASR Stockholders and Users

Subject.: ***Notice of Proposed Amendment's (NPA) No. 2026-07 to Kuwait Civil Aviation Safety Regulations KCASR 2 – RULES OF THE AIR Rev 03.***

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 2 – RULES OF THE AIR*** (issue 4) to comply with ICAO standers and recommended practices up to amendment (49).

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 27/Aug/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

HRAEM 5.5

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 2026-07

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

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

☐ No comments on the proposal.

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

Name:	Organization:
Address/Contact No:	
E-Mail:	
Signature:	Date:

Kuwait Civil Aviation Safety Regulations

KCASR 2 – RULES OF THE AIR

Amendment Record

Amendment No	Date of Issue	Remarks
1	June 2018	NSRA 2018-14 (ICAO Amendment 46) and Part Rename
2	Aug 2021	Up to ICAO Amendment 47
3	July 2024	Based on NPA 2024-03 to be UpToDate with ICAO annex 2 Amendment No (48)
4	Oct 2026	Based on NPA 2026-07 to be UpToDate with ICAO annex 2 Amendment No (49)

Take-off alternate. An alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.

En-route alternate. An aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en-route.

Destination alternate. An alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing.

Note:- *The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.*

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

Approach control service. Air traffic control service for arriving or departing controlled flights.

Approach control unit. A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.

Appropriate ATS authority. The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.

Appropriate authority.

a) Regarding flight over the high seas: The relevant authority of the State of Registry.

b) Regarding flight other than over the high seas: The relevant authority of the State having sovereignty over the territory being overflown.

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 control centre. A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.

Area control service. Air traffic control service for controlled flights in control areas.

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.*~~

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 which include an ATS route designator, the track to or from significant points (way-points), distance between significant points, reporting requirements and, as determined by the appropriate ATS authority, the lowest safe altitude.*

Automatic dependent surveillance - Broadcast (ADS-B). A means by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.

Automatic dependent surveillance - Contract (ADS-C). A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports.

b) in airspace where radar is used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:

1) the time the last assigned level or minimum flight altitude is reached; or

2) the time the transponder is set to Code 7600; or

3) the aircraft's failure to report its position over a compulsory reporting point.

whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan;

c) when being radar vectored or having been directed by ATC to proceed offset using area navigation ~~(RNAV)~~ without a specified limit, re-join the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

d) proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with (e) below, hold over this aid or fix until commencement of descent;

e) commence descent from the navigation aid or fix specified in (d) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;

f) complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and

g) land, if possible, within thirty minutes (30 Min) after the estimated time of arrival specified in e) or the last acknowledged expected approach time, whichever is later.

Note1: *The provision of air traffic control service to other flights operating in the airspace concerned will be based on the premise that an aircraft experiencing communication failure will comply with the rules in 3.6.5.2.2.*

Note2: *See also 5.1.2.*

3.7 Unlawful Interference

3.7.1 An aircraft which is being subjected to unlawful interference shall endeavour to notify the appropriate ATS unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimize conflict with other aircraft.

Note1: *Responsibility of ATS units in situations of unlawful interference is contained in KCASR 11.*

Note2: *Guidance material for use when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact is contained in Attachment B to this Part.*

Note3: *Action to be taken by SSR-, ADS-B- and ADS-C-equipped aircraft which are being subjected to unlawful interference is contained in KCASR 11, the PANS-ATM (Doc 4444) and the PANS-OPS (Doc 8168).*

Note4: *Action to be taken by CPDLC-equipped aircraft which are being subjected to unlawful interference is contained in KCASR 11, the PANS-ATM (Doc 4444), and guidance material on the subject is contained in the ~~Manual of Air Traffic Services Data Link Applications (Doc 9694~~Global Operational Data Link (GOLD) Manual (Doc 10037)~~)~~.*