2026/05/11

2026/068/SUPDT-R/41

All KCASR Stockholders and Users

Subject.: ***Notice of Proposed Amendment's (NPA) No. 2026-09 to Kuwait Civil Aviation Safety Regulations KCASR 11 - AIR TRAFFIC SERVICES – VOL I Rev 05.***

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 11 - AIR TRAFFIC SERVICES – VOL I*** (issue 4) to comply with ICAO standers and recommended practices up to amendment (55).

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 03/Sep/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
10·5

HRA

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 2026-09

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
State of Kuwait - دولـة الكويـت

Kuwait Civil Aviation Safety Regulations

KCASR 11 - AIR TRAFFIC SERVICES

VOLUME I – AIR TRAFFIC SERVICES

Amendment Record

Amendment No	Date of Issue	Remarks
1	May 2018	NSRA 2018-11 (ICAO Amendment 51) and Part Name Change
2	Aug 2020	Based on NPA 2020-07 Updated to ICAO Annex 11 (Amendment 52)
3	Dec. 2021	NPA 2021-20
4	Aug 2024	Based on NPA 2024-10 Updated to ICAO Annex 11 (Amendment 53)
5	Sep 2025	Based on NPA 2025-03 Updated to ICAO Annex 11 (Amendment 54)
6	Oct 2026	Based on NPA 2026-09 Updated to ICAO Annex 11 (Amendment 55)

Control of this Document

DC.1 Introduction

DC.1.1 Pursuant to Law No (30) of the year 1960, Law No. 85 of the year 2025 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 11 Volume I - Air Traffic Services 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 (DGCA/ASD).

DC.2 Authority for this Regulation

DC.2.1 This KCASR 11 Volume I - Air Traffic Services is issued on the authority of the President of the Kuwait Directorate General of Civil Aviation.

DC.3 Applicability

DC.3.1 This KCASR 11 Volume I - Air Traffic Services is applicable to the aviation industry of the State of Kuwait.

DC.4 Scope

DC.4.1 This KCASR 11 Volume I Air Traffic Services, together with its subordinate parts provides complete instruction for the staff of Kuwait DGCA/ASD and relevant Industry bodies during the course of their duties. This KCASR 11 contains the Air Traffic Services requirements of the State of Kuwait (DGCA/ASD), and shows compliance with ICAO Annex 11. The requirements in KCASR 11 for ATS Provision and Oversight are separated into the following parts with cross references between parts where applicable.

- KCASR 11 Volume II - ATS Provision (For certification Requirements)
- KCASR 11 Volume III - ATS Oversight

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.

ASD – Aviation Safety Department

ATSP -- Air Traffic Service Provider

MOI – Ministry of Interior

MOD – Ministry of Defence

Alternate aerodrome. An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following:

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

En-route alternate. An alternate 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.

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.

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.

Apron management service. A service provided to regulate the activities and the movement of aircraft and vehicles on an apron.

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.*~~

Area navigation route. An ATS route established for the use of aircraft capable of employing area 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 (waypoints), 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

~~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 (ICAO 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 KCASR as the concept of RNP has been overtaken by the concept of PBN. The term RNP in this KCASR 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 ICAO Doc 9613.*

NOTAM. A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

Non-duty period. A continuous and defined period of time, subsequent to and/or prior to duty periods, during which the air traffic controller is free of all duties.

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.

Operator. A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

Performance-based communication (PBC). Communication based on performance specifications applied to the provision of air traffic services.

Note.- *An RCP specification includes communication performance requirements that are allocated to system components in terms of the communication to be provided and associated transaction time, continuity, availability, integrity, safety and functionality needed for the proposed operation in the context of a particular airspace concept.*

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.*

Performance-based surveillance (PBS). Surveillance based on performance specifications applied to the provision of air traffic services.

Note.- *An RSP specification includes surveillance performance requirements that are allocated to system components in terms of the surveillance to be provided and associated data delivery time, continuity, availability, integrity, accuracy of the surveillance data, safety and functionality needed for the proposed operation in the context of a particular airspace concept.*

Pilot-in-command. The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

Printed communications. Communications which automatically provide a permanent printed record at each terminal of a circuit of all messages which pass over such circuit.

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.

Note: *The procedures and provisions relating to the exchange and acknowledgement of CPDLC messages are contained in KCASR 10, Volume II and PANS-ATM (Doc 4444, Chapter 14.*

3.7.3.3. Vehicle drivers operating or intending to operate on the manoeuvring area shall read back to the air traffic controller safety-related parts of instructions which are transmitted by voice, e.g. instructions to enter, hold short of, cross and operate on any operational runway or taxiway.

3.7.3.4. The controller shall listen to the read-back to ascertain that the instruction has been correctly acknowledged by the vehicle driver and shall take immediate action to correct any discrepancies revealed by the read-back.

3.7.4. Coordination of clearances

An air traffic control clearance shall be coordinated between air traffic control units to cover the entire route of an aircraft or a specified portion thereof as follows.

3.7.4.1. An aircraft shall be cleared for the entire route to the aerodrome of first intended landing:

(a) when it has been possible, prior to departure, to coordinate the clearance between all the units under whose control the aircraft will come; or

(b) when there is reasonable assurance that prior coordination will be effected between those units under whose control the aircraft will subsequently come.

Note: *Where a clearance is issued covering the initial part of the flight solely as a means of expediting departing traffic, the succeeding en-route clearance will be as specified above even though the aerodrome of first intended landing is under the jurisdiction of an area control centre other than the one issuing the en-route clearance.*

3.7.4.2. When coordination as in 3.7.4.1 has not been achieved or is not anticipated, the aircraft shall be cleared only to that point where coordination is reasonably assured; prior to reaching such point, or at such point, the aircraft shall receive further clearance, holding instructions being issued as appropriate.

3.7.4.2.1. When prescribed by Kuwait ATS provider, aircraft shall contact a downstream air traffic control unit, for the purpose of receiving a downstream clearance prior to the transfer of control point.

3.7.4.2.1.1. Aircraft shall maintain the necessary two-way communication with the current air traffic control unit whilst obtaining a downstream clearance.

3.7.4.2.1.2. A clearance issued as a downstream clearance shall be clearly identifiable as such to the pilot.

3.7.4.2.1.3. Unless coordinated, downstream clearances shall not affect the aircraft's original flight profile in any airspace, other than that of the air traffic control unit responsible for the delivery of the downstream clearance.

~~***Note:*** *Requirements relating to the application of downstream clearance delivery service are specified in KCASR 10, Volume II. Guidance material is contained in the Manual of Air Traffic Services Data Link Applications (Doc 9694).*~~

3.7.4.2.1.4. Where practicable, and where data link communications are used to facilitate down-stream clearance delivery, two-way voice communications between the pilot and the air traffic control unit providing the downstream clearance should be available.

3.7.4.3. When an aircraft intends to depart from an aerodrome within a control area to enter another control area within a period of thirty minutes, or such other specific period of time as has been agreed between the area control centres concerned,

2.3. State of Kuwait (DGCA/ASD) requirements for coded designators shall be notified to the Regional Offices of ICAO for coordination.

3. Designators for significant points not marked by the site of a radio navigation aid

3.1. Where a significant point is required at a position not marked by the site of a radio navigation aid, and is used for ATC purposes, the significant point shall be designated by a unique five-letter pronounceable "name-code". This name-code designator then serves as the name as well as the coded designator of the significant point.

Note: *The principles governing the use of alphanumeric name-codes in support of performance-based navigation (PBN) ~~RNAV~~ SIDs, STARs and instrument approach procedures are detailed in PANS-OPS (Doc 8168).*

3.2. The name-code designator shall be selected so as to avoid any difficulties in pronunciation by pilots or ATS personnel when speaking in the language used in ATS communications.

Examples: ADOLA, KODAP

3.3. The name-code designator shall be easily recognizable in voice communications and shall be free of ambiguity with those used for other significant points in the same general area.

3.4. The unique five-letter pronounceable name-code designator assigned to a significant point shall not be assigned to any other significant point. When there is a need to relocate a significant point, a new name-code designator shall be chosen. In cases when a State wishes to keep the allocation of specific name-codes for reuse at a different location, such name-codes shall not be used until after a period of at least six months.

3.5. State of Kuwait (DGCA/ASD) requirements for unique five-letter pronounceable name-code designators shall be notified to the Regional Offices of ICAO for coordination.

3.6. In areas where no system of fixed routes is established or where the routes followed by aircraft vary depending on operational considerations, significant points shall be determined and reported in terms of World Geodetic System - 1984 (WGS-84) geographical coordinates, except that permanently established significant points serving as exit and/or entry points into such areas shall be designated in accordance with the applicable provisions in 2 or 3.

4. Use of designators in communications

4.1. Normally the name selected in accordance with 2 or 3 shall be used to refer to the significant point in voice communications. If the plain language name for a significant point marked by the site of a radio navigation aid selected in accordance with 2.1 is not used, it shall be replaced by the coded designator which, in voice communications, shall be spoken in accordance with the ICAO spelling alphabet.

4.2. In printed and coded communications, only the coded designator or the selected name-code shall be used to refer to a significant point.

5. Significant points used for reporting purposes

5.1. In order to permit ATS to obtain information regarding the progress of aircraft in flight, selected significant points may need to be designated as reporting points.

5.2. In establishing such points, consideration shall be given to the following factors:

point not marked by the site of a radio navigation facility and therefore assigned a five-letter name-code in accordance with Appendix 2. The validity indicator TWO (2) signifies that a change has been made from the previous version ONE (1) to the now effective version TWO (2). The route indicator ALPHA (A) identifies one of several routes established with reference to KODAP and is a specific character assigned to this route.

5.3. Example 3: Standard departure route — visual:

(a) Plain language ADOLA FIVE BRAVO designator DEPARTURE VISUAL

(b) Coded designator: ADOLA 5 B

5.3.1. Meaning: This designator identifies a standard departure route for controlled VFR flights which terminates at ADOLA, a significant point not marked by the site of a radio navigation facility. The validity indicator FIVE (5) signifies that a change has been made from the previous version FOUR (4) to the now effective version FIVE (5). The route indicator BRAVO (B) identifies one of several routes established with reference to ADOLA.

6. Composition of designators for MLS/~~RNAV~~ area navigation approach procedures

6.1. Plain language designator

6.1.1. The plain language designator of an MLS/~~RNAV~~ area navigation approach procedure shall consist of:

(a) "MLS"; followed by

(b) a basic indicator; followed by

(c) a validity indicator; followed by

(d) a route indicator; followed by

(e) the word "approach"; followed by

(f) the designator of the runway for which the procedure is designed.

6.1.2. The basic indicator shall be the name or name-code of the significant point where the approach procedure begins.

6.1.3. The validity indicator shall be a number from 1 to 9.

6.1.4. The route indicator shall be one letter of the alphabet. The letters "I" and "O" shall not be used.

6.1.5. The designator of the runway shall be in accordance with KCASR 14, Volume I, 5.2.2.

6.2. Coded designator

6.2.1. The coded designator of an MLS/~~RNAV~~ area navigation approach procedure shall consist of:

(a) "MLS"; followed by

(b) the coded designator or name-code of the significant point described in 6.1.1 b); followed by

(c) the validity indicator in 6.1.1 c); followed by

(d) the route indicator in 6.1.1 d); followed by

(e) the runway designator in 6.1.1 f).

6.3. Assignment of designators

6.3.1. The assignment of designators for MLS/~~RNAV~~ area navigation approach procedures shall be in accordance with paragraph 3. Procedures having identical tracks but different flight profiles shall be assigned separate route indicators.

6.3.2. The route indicator letter for MLS/~~RNAV~~ area navigation approach procedures shall be assigned uniquely to all approaches at an airport until all the letters have been used. Only then shall the route indicator letter be repeated. The use of the same route indicator for two routes using the same MLS ground facility shall not be permitted.

6.3.3. The assignment of validity indicator for approach procedures shall be in accordance with paragraph 4.

6.4. Example of plain language and coded designators

6.4.1. Example:

(a) Plain language MLS HAPPY ONE ALPHA designator: APPROACH RUNWAY ONE EIGHT LEFT

(b) Coded designator: MLS HAPPY 1 A 18L

6.4.2. Meaning: The designator identifies an MLS/~~RNAV~~ area navigation approach procedure which begins at the significant point HAPPY (basic indicator). HAPPY is a significant point not marked by the site of a radio navigation facility and therefore assigned a five-letter name-code in accordance with Appendix 2. The validity indicator ONE (1) signifies that either the original version of the route is still in effect or a change has been made from the previous version NINE (9) to the now effective version ONE (1). The route indicator ALPHA (A) identifies one of several routes established with reference to HAPPY and is a specific character assigned to this route.

7. Use of designators in communications

7.1. In voice communications, only the plain language designator shall be used.

Note: *For the purpose of identification of routes, the words "departure", "arrival" and "visual" described in 2.1.1 d) and 2.1.1 e) are considered to be an integral element of the plain language designator.*

7.2. In printed or coded communications, only the coded designator shall be used.

8. Display of routes and procedures to air traffic control

8.1. A detailed description of each currently effective standard departure and/or arrival route/approach procedure, including the plain language designator and the coded designator, shall be displayed at the working positions at which the routes/procedures are assigned to aircraft as part of an ATC clearance, or are otherwise of relevance in the provision of air traffic control services.

8.2. Whenever possible, a graphic portrayal of the routes/procedures shall also be displayed.