STATE OF KUWAIT
Directorate General of Civil Aviation

دولة الكويت
الإدارة العامة للطيران المدني

Date : 2020/03/03 التـــــاريـخ :

Ref : 20/347/DDGASD/4 الإشـارة :

# REGULATORY CIRCULAR (NO. 2020-21)

**Subject:**

**Notice of Amendment to Kuwait Civil Aviation Safety Regulations KCASR (issue 4).**

**Purpose:**

The purpose of this Regulatory Circular No. **2020-21** is to Amend **KCASR 8 – Airworthiness of Aircraft and Continuous Airworthiness – Part 21 Certification of Aircraft, Parts & Appliances - GM** (issue 4) .

This Regulatory Circular No. **2020-21** is based on (NPA) No. 2019-20 dated on 17/Dec/2019.

**Revisions**:

This amendment will be included in revision (2) of KCASR 8 – Airworthiness of Aircraft and Continuous Airworthiness – Part 21 Certification of Aircraft, Parts & Appliances - GM.

**Regulatory Requirements:**

This amendment shall apply to the following Organizations approved by the Directorate General of Civil Aviation (DGCA) or authorized to operate within the State of Kuwait:

1. Approved Maintenance Organizations (AMO) Holders;
2. Air Navigation Service Providers;
3. Air Operator Certificate (AOC) & Private Operator Certificate (POC) Holders;
4. Airport Operators;
5. Ground Handling Service Providers;
6. Flying Training Organizations;
7. All users of KCASRs.

**Effective Date:**

This new revision will be in effect from (09/Apr/2020).

**Required Action:**

All users of KCASR are required to comply with the provisions contained within this amendment from the effective date.

**President of Civil Aviation**

Eng. Emad F. Al-Adelwi
Deputy Director General For Aviation
Civil Air Transport, Civil Aviation
Security Department

S.D

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STATE OF KUWAIT
Directorate General of Civil Aviation

دولة الكويت
الإدارة العامة للطيران المدني

Date : 2020/03/03 التـــاريـخ :

Ref : 20/349/DDGASD/4 الإشـارة :

**Deputy Director General for Air Navigation Affairs,**
**Directorate General of Civil Aviation,**
**Kuwait.**

*Sub.:* ***Regulatory Circular No. 2020-21.***
***Revision Number 02 to Kuwait Civil Aviation Safety Regulations – KCASR 8 - AIRWORTHINESS OF AIRCRAFT AND CONTINUOUS AIRWORTHINESS - PART 21 CERTIFICATION OF AIRCRAFT, PARTS & APPLIANCES - GM***

Dear Sir,

Please find enclosed herewith the regulatory circular No. 2020-21 regarding the issuance of ***KCASR 8 - Airworthiness of Aircraft and Continuous Airworthiness - Part 21 Certification of Aircraft, Parts & Appliances - GM.*** This is for your information and distribution to all concerned departments.

Up to date KCASR Parts are published on the DGCA/ASD website (https://kcasr.dgca.gov.kw).

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

***KCASR 8 - Airworthiness of Aircraft and Continuous Airworthiness - Part 21 Certification of Aircraft, Parts & Appliances - GM*** will be in effect from the date of issue of the Regulatory Circular.

Yours Sincerely,

**Deputy Director General for Aviation Safety**
**& Air Transport.**

Eng. Fawaz F. Al-Jelwi
Deputy Director General For Aviation
Safety, Air Transport, Civil Aviation
Security Department

Cc: **President of Civil Aviation.**
**Director General of Civil Aviation.**
**Aviation Safety Director.**
**Air Transport Director.**
**Inspection & oversight Superintendent.**
**Head of Standards & Aviation Safety Regulations Division**

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S.B

ص.ب : ١٧ الصفاة - الرمز البريدي ١٣٠٠١ دولة الكويت - البدالة ٢٤٣٣٦٦٩٩ (٩٦٥+) - الرد الآلي : ١٦١ (٩٦٥+) - الفاكس : ٢٤٧١٣٥٠٤ (٩٦٥+)
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| # | Page | Para # in Source | Reference Section/Article | Amendmant |
|---|---|---|---|---|
| 1. | 4 | 64 | | [TABLE]<br>2<br>~~Dec 2019~~March 2020<br>NPA 2019-20 Form Numbers updated |
| 2. | 6 | 167 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R...<br>(b) | Design/manufacturing related problems may include but are not limited to: [1] |
| 3. | 6 | 184 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R...<br>(a) | ~~Also included is guidance material on Alternative Methods of Compliance to existing Airworthiness Directives.~~ |
| 4. | 9 | 234 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R...<br>(b)(a) | The application for a Type Acceptance Certificate for an aeronautical product should be made on an ~~AIR Form~~DGCA Form 1279 ~~5~~ (See Appendix II). The application should provide sufficient information for the [Company] to gain knowledge of the product to enable its effective regulatory oversight of the aircraft type. The application form given in Appendix I to KCASR 8, Part 21 sets out the information required. |
| 5. | 11 | 259 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R...<br>(b)(a) | The application for the approval of a major or minor design change shall be made on an AIR Form ~~10~~1240 (See Appendix III), and should be accompanied by the appropriate supporting information. [2] |
| 6. | 11 | 266 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R...<br>(b)(c) | When satisfied the [Company] will indicate approval of the design change by signing the AIR Form ~~10~~1240. [3] |
| 7. | 11 | 269 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R...<br>(b)(1) | Modifications or repairs that are classified as Major are required to be approved by [Company] in accordance with KCASR 8, Part 21, Subpart D, 21.73(b) following approval by the authority of the state of design when accompanied by a completed AIR Form ~~10~~1240. [4] |

| | | | | |
|---|---|---|---|---|
| 8. | 11 | 270 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R... (b)(Number deleted) | Modifications or repairs classified as minor may also be approved in accordance with KCASR 8, Part 21, 21.75 by the [Company] provided they are accompanied by an appropriately completed AIR Form ~~10~~1240~~.~~ |
| 9. | 12 | 297 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R... (21.73)(a) | [Company] will approve ~~a~~ an STC when application is made on an AIR Form ~~10~~1240 and the applicant has the relevant engineering data (inc. Master drawing lists, drawings, and testing) and ICA accompanying the STC. [5] |
| 10. | 14 | 306 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R... (21.73) | This Subpart provides guidance on the completion of the Certificate of Airworthiness application form and associated C of A Recommendation form. The Certificate of Airworthiness application form (~~AIR~~DGCA Form 1221 ~~Form 23~~) is given Appendix IV. The Airworthiness Review Report and recommendation ~~AIR~~DGCA Form 1290 ~~Form 15~~ is given in KCASR 8, Part M. |
| 11. | 14 | 311 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R... (21.73)(c) | The application form (~~AIR~~ DGCA Form ~~23~~1221) contained in this document is designed to assist the applicant in gathering the relevant information, aircraft documentation, airworthiness status reports and presenting the aircraft for investigation by the [Company]. |
| 12. | 14 | 316 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R... (21.73)(a) | KCASR 8, Part M provides the C of A Recommendation Report (DGCA Form 1290)~~AIR Form 15~~, which is structured to facilitate completion by a KCASR 8, Part M Subpart G organisation or [Company], and further investigation by the [Company]. All applications for initial and re-issue of a C of A require the completion of the C of A Recommendation ~~Form~~Report. [6] |
| 13. | 16 | 339 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R... (21.73)(a) | Appendix V to this document provides a copy of the application form (~~AIR~~ DGCA Form ~~8~~1201) which must be completed and submitted in order to issue or amend a Noise Certificate. |
| 14. | 16 | 345 | Section A Technical Guidance Subpart A – Mandatory Continued | The application form (~~AIR~~ DGCA Form ~~8~~1201) should be fully completed, with any supporting information requested in the application (which is marked with an *) submitted with the application. |

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|---|---|---|---|---|
| | | | Airworthiness R...<br>(21.73)(a) | |
| 15. | 17 | 357 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R...<br>(21.73)(a) | The [Company] will accept ~~FAA PMA~~ FAA-PMA parts under the following conditions. |
| 16. | 17 | 363 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R...<br>(21.73)(b) | ~~FAA PMA~~ FAA-PMA Parts Requiring Explicit Authorisation by [Company] via an EASA design authorisation. |
| 17. | 17 | 368 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R...<br>(21.73)(b)(i) | The ~~FAA PMA~~ FAA-PMA approval, with all supplements, and in particular the description of the means by which the ~~FAA PMA~~ FAA-PMA approval was granted; |
| 18. | 18 | 380 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R...<br>(21.73)(a)(1) | ~~an~~ a ~~AIR~~ DGCA Form 1 Certificate of Release to Service issued by an organisation approved to KCASR 8, Part 145; |
| 19. | 19 | 394 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R...<br>(21.73)(a) | The application for an Export Certificate of Airworthiness shall be made on an ~~AIR~~ DGCA Form ~~60~~1203. (See Appendix VI). |
| 20. | 20 | 398 | Section A Technical Guidance Subpart A – Mandatory Continued Airworthiness R...<br>(21.73)(a) | The application for issue of a special flight Permit ~~to Fly~~ shall be made on ~~an~~ a ~~AIR~~ DGCA Form ~~18~~1226 (See Appendix VII). |
| 21. | 20 | 400 | Section A Technical Guidance Subpart A – | The aircraft shall not fly unless the permit to fly is accompanied by a Flight Release ~~Certificate~~ Certificate~~AIR Form 31~~signed by an appropriately approved KCASR 8, Part 145 organisation, or Licensed Aircraft Engineer in the case of non-commercial aircraft below 5700kg. ~~(Appendix VIII refers)~~ |

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|---|---|---|---|---|
| | | | Mandatory Continued Airworthiness R... (21.73)(Number deleted) | ~~signed by an appropriately approved KCASR 8, Part 145 organisation, or Licensed Aircraft Engineer in the case of non-commercial aircraft below 5700kg.~~ |
| 22. | 25 | 508 | Appendix I: Examples of Major Changes per Discipline | (ii) A change that increases the aircraft's drag (e.g. the installation of external cargo pods, external fuel tanks, larger tyres to a fixed undercarriage, floats etc); ~~A change that increases the aircraft's drag (e.g. the installation of external cargo pods, external fuel tanks, larger tyres to a fixed undercarriage, floats etc);~~ |
| 23. | 25 | 509 | Appendix I: Examples of Major Changes per Discipline (ii) | A change of engine or propeller type; [7] |
| 24. | 27 | 538 | Appendix II: Application for The Grant of a Type Acceptance Certificate (DGCA Form 1279) | Application for The Grant of a Type Acceptance ~~Report~~ Certificate (~~AIR~~ DGCA Form ~~5~~1279) |
| 25. | 27 | 572 | Appendix II: Application for The Grant of a Type Acceptance Certificate (DGCA Form 1279) | ~~AIR~~DGCA Form 1279 ~~Form 5 Issue 01 Apr 2015~~ |
| 26. | 28 | 574 | Appendix III: Application for Approval of a Design Change or Repair (DGCA Form 1240) | pplication for Approval of a Design Change or Repair (~~AIR~~ DGCA Form 1240~~10~~) [8] |
| 27. | 32 | 798 | Appendix III: Application for Approval of a Design Change or Repair (DGCA Form 1240) | ~~AIR~~ DGCA Form ~~23~~1221 ~~Issue 01 Apr 2015~~ |
| 28. | 33 | 799 | Appendix V: Application for a Noise Certificate (DGCA Form 1201) | Application for a Noise Certificate (~~AIR~~ DGCA Form 1201~~8~~) |
| 29. | 33 | 839 | Appendix V: Application for a Noise Certificate (DGCA Form 1201) | ~~AIR~~ DGCA Form ~~8~~1201 ~~Issue 01 Apr 2015~~ |

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| 30. | 34 | 896 | Appendix V: Application for a Noise Certificate (DGCA Form 1201) | ~~AIR~~ DGCA Form ~~8~~1201 ~~Issue 01 Apr 2015~~ |
| 31. | 35 | 972 | Appendix V: Application for a Noise Certificate (DGCA Form 1201) | ~~AIR~~ DGCA Form ~~8~~1201 ~~Issue 01 Apr 2015~~ |
| 32. | 36 | 973 | Appendix VI: Application for an Export C of A (DGCA Form 1203) | Application for ~~a~~ an Export C of A (~~AIR~~ DGCA Form 1203~~60~~) [9] |
| 33. | 36 | 979 | Appendix VI: Application for an Export C of A (DGCA Form 1203) | [TABLE]<br>a) Completed ~~AIR~~DGCA Form 1290 ~~Form 15~~ Airworthiness Review Report |
| 34. | 36 | 1010 | Appendix VI: Application for an Export C of A (DGCA Form 1203) | ~~AIR~~ DGCA Form ~~60~~1203 ~~Issue 01 Apr 2015~~ |
| 35. | 37 | 1011 | Appendix VII: Application for Issue of Special Flight Permit (DGCA Form 1226) | pplication for ~~a~~ Issue of Special Flight Permit ~~to Fly (~~(DGCA Form 1226~~AIR Form 18~~) [10] |
| 36. | 38 | 1072 | Appendix VII: Application for Issue of Special Flight Permit (DGCA Form 1226) | [TABLE]<br>Flight Release Certificate ~~(AIR Form 31)~~ [11]<br>KCASR 8 - Part M Subpart G ~~CAMO~~ or KCASR 8, Part 145 |
| 37. | 38 | 1120 | Appendix VII: Application for Issue of Special Flight Permit (DGCA Form 1226) | ~~AIR~~ DGCA Form ~~18~~1226 ~~Issue 01 Apr 2015~~ |




# Kuwait Civil Aviation Safety Regulations

## KCASR 8 - AIRWORTHINESS OF AIRCRAFT AND CONTINUOUS AIRWORTHINESS

## *PART 21 CERTIFICATION OF AIRCRAFT, PARTS & APPLIANCES - GM*

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# Amendment Record

| Amendment No | Date of Issue | Remarks |
|---|---|---|
| 1 | June 2018 | Part Rename |
| 2 | March 2020 | NPA 2019-20 Form Numbers updated |
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# Control of this Document

## DC.1 Introduction

DC.1.1 Pursuant to Law No (30) of the year 1960 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 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 guidance material is hereby established for compliance by all persons concerned. This guidance material shall be known as KCASR 8 - Part 21 Certification of Aircraft, Parts and Appliances Guidance Material and any reference to this title shall mean referring to these regulations governing the requirements to be met for the certification of aircraft, parts and appliances.

## DC.2 Authority for this Regulation

DC.2.1 This KCASR 8 - Part 21 Certification of Aircraft, Parts and Appliances Guidance Material is issued on the authority of the President of the Kuwait Directorate General of Civil Aviation.

## DC.3 Applicability

DC.3.1 This KCASR 8 - Part 21 Certification of Aircraft, Parts and Appliances Guidance Material is applicable to the aviation industry of State of Kuwait.

## DC.4 Scope

DC.4.1 KCASR 8 - Part 21 Guidance Material contains guidance in support of the certification of aircraft, parts and appliances and shows compliance with ICAO Annex 8.

## 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.

# Section A – Technical Guidance
# Subpart A – Mandatory Continued Airworthiness Requirements

## GM 1 to 21.5 State of Registry Responsibilities

Reporting to Kuwait DGCA:

**(a)** The owner, or where it is leased, the lessee of an aircraft registered in the State of Kuwait shall notify any known unsafe condition within 72 hours to the Kuwait DGCA using the Kuwait DGCA's occurrence reporting scheme.

**(b)** The Kuwait DGCA should assess the occurrence and if it is believed it is a design/manufacturing related matter should notify the authority of type certification/manufacture (e.g. EASA) of the aircraft, engine, propeller, part/appliance, or STC.

Design/manufacturing related problems may include but are not limited to:

(1) Dual system failures

(2) Handling problems

(3) Flight control problems

(4) EFIS Display blanking

(5) Engine control problems

**(c)** The Kuwait DGCA upon receipt of any modification or Mandatory Directive or Continued Airworthiness Instruction for the product, part or appliance should amend the type acceptance certificate accordingly.

The modification may be a physical change, or a limitation in the AFM.

A directive may result in modification and/or inspection.

**(d)** The Kuwait DGCA will disseminate the information to all affected State of Kuwait operators and organisations.

## GM 2 to 21.5 Mandatory Directives and Continued Airworthiness Instructions

### (a) Scope

This section provides guidance material on the requirements for the acceptance, issue and applicability of the following Mandatory Directives:

(1) Airworthiness Directives

(2) State of Type Design Directives

(3) State of Manufacture Directives

(4) Security Directives

### (b) Type Certification Basis

(1) In accordance with KCASR 8, Part 21 Subpart B the investigation and acceptance of an aircraft Type Certification will be documented by a Type Acceptance Certificate (TAC) issued by the Kuwait DGCA. The issue of the

TAC will be based on the Type Certification typically granted by one of the following National Authorities:

(i) Federal Aviation Administration (FAA);

(ii) Transport Canada; or

(iii) European Aviation Safety Agency (EASA)

(iv) ANAC (Brazil)

(v) Other NAA acceptable to Kuwait DGCA

(2) The acceptance of the aircraft by the Kuwait DGCA can therefore be based on either the State of Type Design Certification or the State of Type Certification that has validated the State of Type Design Certification.

**(c) Airworthiness Directives**

(1) General

It is policy that the embodiment of Airworthiness Directives (AD) shall be consistent within State of Kuwait.

(2) State of Type Design ADs

The issue of an Airworthiness Directive (AD) by the State of Design listed on the Type Acceptance Certificate will be automatically adopted by the Kuwait DGCA without any further investigation. Operators and owners of aircraft shall therefore comply directly with the requirements of the AD.

(3) State of Manufacture ADs

The issue of an Airworthiness Directive (AD) by the State of Manufacture (If different from the state of Design) listed on the Type Acceptance Certificate will be automatically adopted by the Kuwait DGCA without any further investigation. Operators and owners of aircraft shall therefore comply directly with the requirements of the AD.

(4) Mandatory Airworthiness Action in absence of a published AD.

(i) If the Kuwait DGCA concludes that mandatory airworthiness action is necessary to address the findings of an investigation into an occurrence, incident or accident it will encourage the State of Type Design and/or the State of Type Certification to work with the Type Certificate Holder and introduce the required AD. Assuming the satisfactory issue of an AD no further Kuwait DGCA action would be necessary. The AD would be adopted within the State of Kuwait as per paragraphs 3.2 and 3.3 above.

(ii) If mandatory AD action is considered necessary by Kuwait DGCA and the State of Design and/or State of Manufacture does not agree, the Kuwait DGCA will raise the matter internally for further review and action.

Kuwait DGCA will review the details of the investigation and if agreed will petition the State of Design/Manufacture NAA again for a satisfactory resolution or, if unsuccessful, will initiate mandatory AD action for compliance by all applicable operators; therefore the Kuwait DGCA Airworthiness Directive will be promulgated to all applicable Operators and aircraft owners.

**(d) Security Directives**

(1) Airworthiness Directives are widely published on NAA websites and other propriety information systems. Operators and aircraft owners therefore have ready access to the necessary mandatory safety data for continued airworthiness purposes.

In addition there are Directives that address deficiencies in aircraft security measures that are not widely published, for example flight deck door modifications.

(2) These security ADs are circulated to Airworthiness Authorities as the need arises. Kuwait DGCA will therefore advise operators and owners directly of the existence of these security AD's and the need for compliance, as appropriate.

**(e) Alternative Methods of Compliance to an Airworthiness Directive**

(1) An Alternative Method of Compliance (AMOC) is a different approach or technique not specified in an AD that can assure a level of safety equivalent to that offered by direct compliance with the subject AD.

(2) AMOC's may be issued in respect of, but not necessarily limited to alternative:

(i) Design changes (modifications);

(ii) Inspection procedures and/or maintenance intervals;

(iii) Changes to specified operating procedures or limitations.

(3) A request for a timescale change (i.e. extension) to an AD is not a candidate for an AMOC. A timescale change, if agreed, should be approved by the issue of an exemption to the Kuwait Air Legislation for the non-compliance with the AD. When approved, an AMOC should not have a specified period of validity since it has been accepted as an equivalent safety case to an existing AD. AMOCs are not considered a routine approach to compliance with mandatory airworthiness requirements. Compliance with the AD is often the simplest and most direct method of addressing the airworthiness concern.

(4) The preferred acceptance of an AMOC, by the Kuwait DGCA, is to utilise an already existing AMOC approved by the State of Design or State of Design/Manufacture that issued the original AD. Applicants will be requested to comply with this existing AMOC.

The suitability of any existing AMOC may require assessment using engineering assistance and/or TC/STC support. An example of a possible alternative AMOC would be one where the aircraft serial number applicability on the AD is different from that of the subject aircraft which would require further investigation as to its suitability.

(5) If a suitable AMOC does not already exist, the application, to the Kuwait DGCA, for an AMOC should be from the TC/STC Holder or have the support of the TC/STC Holder.

(6) The Kuwait DGCA should review the content of any proposed AMOC application and determine whether an equivalent level of safety to the original AD has been demonstrated. The Kuwait DGCA should advise the applicant in writing if the AMOC is acceptable on the Kuwait registered aircraft.

# Subpart B —Type Acceptance Certificates

## GM 1 to 21.11 Purpose

**(a)** This Guidance Material provides background information and guidance with regard to an application for an aircraft Type Acceptance Certificate (TAC). The Type Acceptance Certificate is a document required under KCASR 8, Part 21 Subpart B and describes the certification basis of a product acceptable to the Kuwait DGCA. The TAC is a prerequisite for the issue of a Certificate of Airworthiness.

**(b)** The TAC serves three main purposes:

(1) To establish essential links between the Kuwait DGCA and the Original Type Certificate holder for the product, ensuring that mandatory continued airworthiness data is secured by the Kuwait DGCA; and

(2) To ensure that the Kuwait DGCA has knowledge of the product including that of any special certification requirements; and

(3) To establish the arrangements between the Kuwait DGCA and the applicable NAAs for mandatory and continued airworthiness data.

**(c)** Currently a TAC will be granted only for a complete aircraft.

## GM 1 to 21.13 Applicability

**(a)** Only aircraft that have been Type Certificated by a National Aviation Authority identified in KCASR 8, Part 21.25 are acceptable for the issue of a TAC.

**(b)** The certification standards quoted at original Type Certification and any generated by subsequent Type Certification by a NAA referenced above are the certification standards that must be complied with.

**(c)** The Type Design must be in compliance with ICAO Annex 16 Environmental Standards for noise.

**(d)** The investigation for the grant of a TAC will normally be associated with the process of aircraft registration. If it is determined that the application for a TAC cannot to be accepted any associated aircraft registration process will also be suspended.

**(e)** The Kuwait DGCA will review the application and associated documentation to ensure that the required information from the Type Certificate holder has been made available.

## GM 1 to 21.15 Application for a Certificate

**(a)** The application for a Type Acceptance Certificate for an aeronautical product should be made on an DGCA Form 1279 (See Appendix II). The application should provide sufficient information for the Kuwait DGCA to gain knowledge of the product to enable its effective regulatory oversight of the aircraft type. The application form given in Appendix I to KCASR 8, Part 21 sets out the information required.

**(b)** It is the responsibility of the aircraft Type Certificate holder to make the application for a TAC. It should be noted that the Type Certificate Holder may not be the original aircraft manufacturer.

**(c)** An owner or operator who wishes to register an aircraft in the State of Kuwait and gain a Certificate of Airworthiness for an aircraft for which a TAC has not yet been granted is responsible for contacting the Type Certificate holder to request that an application for a TAC is made by the Type Certificate Holder to the Kuwait DGCA.

**(d)** The Kuwait DGCA will establish a formal contact with the aircraft Type Certificate holder and the appropriate NAA. The owner/operator must provide the necessary contact details to the Kuwait DGCA.

## GM 1 to 21.23 Type Acceptance Airworthiness Requirements

**(a)** Arrangements with the Type Certificate holder and the applicable NAA(s) for receipt by the Kuwait DGCA of continued airworthiness data for the aircraft type must be established before a TAC can be issued. The continued airworthiness data would typically include the following, although the list is a guide only:

(1) A full listing of all the documents, which should be current and to the latest revision status.

(2) The Maintenance Programme/Schedule, including structural inspections.

(3) Instructions for continued airworthiness to include any design changes.

(4) A current list of Service Bulletins and Service Letters with ready access to the original documents.

(5) The Approved Flight Manual to include relevant supplements.

(6) The maintenance and inspection standards.

(7) Corrosion control standards and philosophy.

(8) Access to Airworthiness Directives and associated Bi-weekly listings.

(9) Master Minimum Equipment List (MMEL).

(10) Copy of the Type Certificate and Type Certificate Data sheet (TCDS).

## GM 2 to 21.23 Issue of a Type Acceptance Certificate

**(a)** At the satisfactory conclusion of the investigation by the Kuwait DGCA and the recognition that acceptable arrangements are in place with the applicable NAA and the Type Certificate holder, the Kuwait DGCA will signify the acceptance of the Type Certificate approval by the issue of the associated Type Acceptance Certificate.

**(b)** The Kuwait DGCA will also issue a corresponding Type Acceptance Data Sheet which forms part of the TAC and records the basis of the certification acceptance.

## GM 3 to 21.23 Type Certificate Holder's Responsibilities

**(a)** The Type Certificate holder is responsible for advising the Kuwait DGCA of any intention to relinquish the Type Certificate and thus its continued airworthiness responsibilities under the requirements of ICAO. In the event the Type Certificate holder relinquishes such responsibilities the TAC will be revoked.

**(b)** Where there are changes to the holder of the Type Certificate, an application must be made for the reissue of the TAC and a new investigation at an appropriate level would be required.

**(c)** Where a known unsafe condition exists which the Type Certificate holder has not addressed, the Kuwait DGCA will give consideration to suspending the TAC.

# Subpart D – Design Changes

## GM 1 to 21.72 Application

**(a)** The application for the approval of a major or minor design change shall be made on an AIR Form 1240 (See Appendix III), and should be accompanied by the appropriate supporting information.

**(b)** The information shall include (as applicable):

(1) Evidence of approval from the state of design

(2) Drawings and Installation Instructions

(3) Instructions for Continued Airworthiness

(4) Test reports

(5) AFM/RFM supplements

**(c)** When satisfied the Kuwait DGCA will indicate approval of the design change by signing the AIR Form 1240.

## GM 1 to 21.73 and 21.75 Major and Minor Changes

**(a) Purpose of Classification**

(1) Modifications or repairs that are classified as Major are required to be approved by Kuwait DGCA in accordance with KCASR 8, Part 21, Subpart D, 21.73(b) following approval by the authority of the state of design when accompanied by a completed AIR Form 1240.

(2) Modifications or repairs classified as minor may also be approved in accordance with KCASR 8, Part 21, 21.75 by the Kuwait DGCA provided they are accompanied by an appropriately completed AIR Form 1240

**(b) Introduction**

(1) This GM is intended to provide guidance on the term 'appreciable effect' affecting the airworthiness of the product from KCASR 8, Part 21, Subpart D, 21.73, where 'airworthiness' is interpreted in the context of a product in conformity with type design and in condition for safe operation. It provides complementary guidelines to assess a design change in order to fulfil the requirements of 21.73 where classification is the first step of a procedure.

Repairs in accordance with KCASR 8, Part 21, Subpart M are also classified in accordance with this GM.

**(c) Assessment of a Design Change for Classification**

(1) Changes to the type design

KCASR 8, Part 21, Subpart B defines what constitutes the type acceptance certificate and type design. Alteration to any of the data included within the scope of KCASR 8, Part 21, Subpart B is considered a change to the accepted type design.

(2) Classification Process

21.73 states that changes are classified as either major or minor, this classification is normally undertaken by the authority of the state design (e.g. EASA) then subsequently accepted by Kuwait DGCA as part of the approval process in accordance with KCASR 8, Part 21, Subpart D for Changes or Subpart M for repairs.

When the Kuwait DGCA has questions about a change or repair they shall notify the authority for the state of design accordingly and seek clarification.

(3) Complementary guidance for classification of changes.

A change to the type design is judged to have an 'appreciable effect on other characteristics affecting the airworthiness of the product' and therefore should be classified Major, in particular but not only, when one or more of the following conditions are met:

(i) Where the change requires an adjustment of the type-certification basis (such as special condition, equivalent safety finding, elect to comply, earlier certification specification (reversion), later certification specification).

(ii) The change alters the Airworthiness Limitations (e.g. ALIs in MPD) or the Operating Limitations.

(iii) The change is made mandatory by an airworthiness directive or the change is the terminating action of an airworthiness directive.

(iv) Where the change introduces or affects functions where the failure effect is classified catastrophic or hazardous.

(v) The noise certificate is affected.

(vi) Weight and or balance is appreciably affected.

(vii) there is an appreciable effect on structural strength.

(viii) there is an appreciable effect on reliability.

(ix) there is an appreciable effect on operational characteristics.

Appendix I to this GM provides examples of typical system changes that would be classified as Major by the authority of the state of design.

## GM 2 to 21.73 Environmental Considerations for Modifications and repairs

When assessing modifications and repair applications for authorisation in accordance with KCASR 8, Part 21, Subparts D and M the Kuwait DGCA shall consider the effect the modification or repair has on environmental aspects. For major changes and STCs the Kuwait DGCA will normally review and authorise these when they are approved by the Authority of the State of Design. The Kuwait DGCA shall also review and confirm that the environmental aspects have been considered and addressed in the modification or STC data package. They may also need to discuss compliance with the Authority of the State of Design to confirm they have been addressed.

Examples of changes that may affect noise and emissions are given in Appendix I to GM 21.73, para (h) (i) and (j).

## GM 3 to 21.73 Supplemental Type Certificates

**(a)** A supplemental type certificate (STC) is a certificate issued when an applicant has received EASA or FAA approval to modify an aircraft from its original design. The applicant is not usually the type certificate holder for the aircraft. The STC, which incorporates by reference the related Type Certificate, approves not only the modification but also how that modification affects the original design.

Kuwait DGCA will approve an STC when application is made on an AIR Form 1240 and the applicant has the relevant engineering data (inc. Master drawing lists, drawings, and testing) and ICA accompanying the STC.

**(b)** Kuwait DGCA will only review and approve STCs for aircraft for which it has issued a Type Acceptance Certificate.

**(c)** Submission of the STC certificate only is not acceptable to the Kuwait DGCA as there is no evidence that the applicant has the engineering data in order to conform the installation to the intended design.

**(d)** FAA One-Only STC's

On occasion the FAA may issue an 'One-only' STC for a particular aircraft, identified by make, model, and serial number. An 'one-only' STC cannot be amended and the holder is not eligible for production approval. An Application to the FAA for a multiple STC is required for subsequent approvals of the modification.

**(e)** An FAA Non-Interference STC

A non-interference, or no-hazard, STC addresses a convenience function modification that is not required by the applicable airworthiness standards (e.g. IFE). The STC Limitations and Conditions section specifies the extent, or limitation, of the modification approved by the FAA.

# Subpart H - Certificate of Airworthiness

## GM 1 to 21.171 Purpose

This Subpart provides guidance on the completion of the Certificate of Airworthiness application form and associated C of A Recommendation form. The Certificate of Airworthiness application form (DGCA Form 1221) is given Appendix IV. The Airworthiness Review Report and recommendation DGCA Form 1290 is given in KCASR 8, Part M.

Applicants should contact the Kuwait DGCA for copies of the forms or obtain them from the Kuwait DGCA Website www.dgca.gov.kw

## GM 1 to 21.175 Application for a Certificate of Airworthiness

**(a)** The application and presentation for a C of A shall be from an organisation approved in accordance with KCASR 8 Part M, Subpart G, or a Licensed Engineer.

**(b)** Prior to the issue of a Certificate of Airworthiness it is necessary for the aircraft to first be on the register of the State of Kuwait. Therefore for aircraft not already on the State of Kuwait Register reference should be made to KCASR 7 'Aircraft Registration and Marking'.

**(c)** The application form (DGCA Form 1221) contained in this document is designed to assist the applicant in gathering the relevant information, aircraft documentation, airworthiness status reports and presenting the aircraft for investigation by the Kuwait DGCA.

**(d)** An applicant may wish to present the aircraft for C of A at a location outside the State of Kuwait.

This approach will require additional coordination and management between the applicant and Airworthiness inspector and will likely increase the time and possibly cost required for the investigation, particularly where extended travel is required. A suitable date for the Kuwait DGCA investigation should be agreed between the applicant and the Airworthiness inspector at the start of the process.

**(e)** KCASR 8, Part 21 Subpart H Certificates of Airworthiness specifies the requirements associated with the application, issue, reissue and the requirements associated with a Certificate of Airworthiness remaining in force. These requirements should be referred to in association with this guidance.

## GM 2 to 21.175 Investigation

**(a)** KCASR 8, Part M provides the C of A Recommendation Report (DGCA Form 1290), which is structured to facilitate completion by a KCASR 8, Part M Subpart G organisation or Kuwait DGCA, and further investigation by the Kuwait DGCA. All applications for initial and re-issue of a C of A require the completion of the C of A Recommendation Report.

**(b)** At the point of application, the Kuwait DGCA will determine, and notify the applicant, whether the application will be treated as an issue or reissue of a C of A. The process of investigation will follow that for C of A issue if:

(1) The aircraft has not previously been granted a C of A by the Kuwait DGCA; or

(2) The aircraft has not held a valid C of A for a period of six months; or

(3) The Kuwait DGCA is aware that the continued airworthiness has not been undertaken to an acceptable standard.

**(c)** The applicant for the C of A shall collate all required reference material prior to the Kuwait DGCA investigation including as a minimum:

(1) The applicable type acceptance certificate; and

(2) The applicable type certificate data sheet; and

(3) The list of applicable mandatory requirements; and

(4) A copy of the Export C of A (issue only); and

(5) When specified, the Aircraft Airworthiness Review report; and

(6) The Kuwait DGCA approved maintenance programme; and

(7) Aircraft, Engine & Propeller log books; and

(8) The aircraft flight manual; and

(9) All of the support material required by the application Survey and Recommendation Form.

**(d)** The aircraft and its records should be made available at an approved maintenance facility at a suitable location agreed with the Kuwait DGCA.

**(e)** All documentation supplied should be originals or acceptable certified true copies. In the case of maintenance and continued airworthiness records, these should be authorised by a person in a verifiable position of authority, such as an organisation's quality department.

# Subpart I - Noise Certificates

## GM 1 to 21.200 Purpose

**(a)** The objective of this document is to provide guidance in the application for the issue or amendment of a Noise Certificate.

**(b)** It is the responsibility of the Kuwait DGCA to ensure that Noise Certificates are issued in compliance with the requirements of ICAO Annex 16 Volume 1 and the State of Kuwait Air Navigation Legislation.

**(c)** It is the responsibility of an operator of an aircraft registered in the State of Kuwait to ensure that aircraft are and continue to remain fully compliant with the requirements of ICAO Annex 16 Volume 1 and the State of Kuwait Air Navigation Legislation.

## GM 1 to 21.212 Application and Grant of Noise Certificate

**(a)** Appendix V to this document provides a copy of the application form (DGCA Form 1201) which must be completed and submitted in order to issue or amend a Noise Certificate.

**(b)** The application will normally be made in conjunction with an application for the issue of a Certificate of Airworthiness (C of A).

**(c)** Where an aircraft is a first of Type in the State of Kuwait, the application for the Noise Certificate should be made as soon as possible in order that the Kuwait DGCA can make suitable investigations during the Type Acceptance process.

## GM 2 to 21.212 Application liaison

Section 1 of the application form makes provision for identifying a Technical point of contact for the purpose of technical liaison with the Kuwait DGCA. It is important that productive communication is established with a person knowledgeable in Noise Certification issues.

## GM 3 to 21.212 Application form

**(a)** The application form (DGCA Form 1201) should be fully completed, with any supporting information requested in the application (which is marked with an *) submitted with the application.

**(b)** Supporting data can be submitted in electronic format; however certified true copies of essential data such as the original Noise Certificate and Export Certificate of Airworthiness will be required.

**(c)** Some aircraft types have an extensive list of flight configurations and modifications embodied which directly affects the noise values. The application form is configured to enable the applicant to identify only those configurations that that the operator will use.

# Subpart K — Materials, Parts, Components and Appliances

## GM 1 to 21.303 New Parts and Components

**(a)** All new components for aircraft and engines must:

(1) for components manufactured under the authority of EASA be supplied with an EASA Form 1 from an organisation approved to EASA Part 21;

(2) for components manufactured before 28 September 2004, a JAA Form 1 from the manufacturer of that component is acceptable;

(3) For components manufactured under the approval of the FAA, be supplied with an FAA Form 8130-3 Authorised Release Certificate/Airworthiness Approval Tag including for APUs, except engines and propellers. For PMA parts see Paragraph (b);

(4) For US manufactured engines and propellers, a FAA Form 8130-4 Export Certificate of Airworthiness is required; or

(5) For components manufactured in any other state acceptable to the Kuwait DGCA be supplied with an authorised release certificate under the authority of NAA acceptable to Kuwait DGCA such as Transport Canada or ANAC Brazil.

## GM 2 to 21.303 PMA Parts

The Kuwait DGCA will accept FAA-PMA parts under the following conditions.

**(a)** Direct Acceptance by Kuwait DGCA of PMA Design Approvals.

(1) Kuwait DGCA shall directly accept PMA approvals, without further showing, for modification and/or replacement parts for installation on type accepted by the Kuwait DGCA in the following cases:

(i) The PMA part is not a “critical component.” (See Note 1 for Explanation); or

(ii) The PMA part conforms to design data obtained under a licensing agreement from the TC or STC holder according to 14 CFR 21.303; or

(iii) The PMA holder is the holder of a STC which incorporates the PMA part.

**(b)** FAA-PMA Parts Requiring Explicit Authorisation by Kuwait DGCA via an EASA design authorisation.

(1) The Kuwait DGCA will require an explicit EASA design authorisation prior to using PMA parts as modification and/or replacement parts when:

(i) the PMA part has not been produced under a licensing agreement from the TC or STC Holder according to 14 CFR 21.303; and

(ii) the PMA part is a “critical component.” (See Note 1 for explanation).

(2) Application. The applicant shall make an application for an EASA approval of an FAA STC in writing through the FAA ACO to EASA (see EASA FAA Technical Implementation Procedures). This application should contain the following information:

(i) The FAA-PMA approval, with all supplements, and in particular the description of the means by which the FAA-PMA approval was granted;

(ii) Overview of the technical data transmitted to the FAA for the purpose of approving the critical PMA part;

(iii) Description of the means by which the PMA part user would be made aware of any changes on the PMA part by the PMA holder with a potential impact on safety; and

(iv) Description of the means by which the PMA part user would be made aware of any changes by the TC holder with a potential safety impact on the PMA part.

(3) Technical validation by Kuwait DGCA. Kuwait DGCA shall review and when satisfied accept the EASA STC in accordance with KCASR 8, Part 21, Subpart D.

***Note 1:*** *"Critical Component" means a part identified as critical by the design approval holder during the product type validation process, or otherwise by the exporting authority. Typically, such components include parts for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section or certification maintenance requirements of the manufacturer's maintenance manual or Instructions for Continued Airworthiness.*

***Note 2:*** *"Licensing Agreement" means a commercial contract between a Type Certificate (TC) or Supplemental Type Certificate (STC) holder and a production organization approval holder (or applicant) formalizing the rights and duties of both parties to use the design data for the purpose of manufacturing the product or part.*

## GM 3 to 21.303 Standard Parts

In this context a part is considered as a 'standard part' where it is designated as such by the design approval holder responsible for the product, part or appliance, in which the part is intended to be used. In order to be considered a 'standard part', all design, manufacturing, inspection data and marking requirements necessary to demonstrate conformity of that part should be in the public domain and published or established as part of officially recognised Standards.

Examples of equipment which can be considered standard parts may include fasteners, nuts and bolts.

## GM 4 to 21.303 Overhauled/ Repaired/ Modified Components

**(a)** All overhauled, repaired or modified components must be supplied with:

(1) a DGCA Form 1 Certificate of Release to Service issued by an organisation approved to KCASR 8, Part 145;

(2) an EASA Form 1 issued by an organisation approved to EASA Part 145, or

(3) an Authorised release certificate by a NAA acceptable to the Kuwait DGCA in accordance with a specific agreement between the Kuwait DGCA and that state.

**(b)** If the component was overhauled/ modified/ repaired before 29 November 2004, a JAA Form 1, issued by a JAR 145 approved maintenance organisation, is also acceptable.

**(c)** Serviceable Components Removed From Aircraft on the Kuwait Register

See AMC No 2 to KCASR 8, Part 145; 145.A.50(d) Certification of maintenance, Para 2.6.1.

**(d)** Components Removed From Aircraft Not Registered in the State of Kuwait

See AMC No 2 to KCASR 8, Part 145; 145.A.50(d) Certification of maintenance, Para 2.6.2.

**(e)** Components Removed From Aircraft Withdrawn from Service

See AMC No 2 to KCASR 8, Part 145; 145.A.50(d) Certification of maintenance, Para 2.7.

**(f)** Components Removed from Aircraft Involved in Accidents

See AMC No 2 to KCASR 8, Part 145; 145.A.50(d) Certification of maintenance, Para 2.9.

# Subpart L — Export Certificate of Airworthiness

## GM 1 to 21.331 Application

**(a)** The application for an Export Certificate of Airworthiness shall be made on an DGCA Form 1203. (See Appendix VI).

**(b)** The applicant shall provide the required information to support the application.

# Subpart P — Issue and Renewal of Permit to Fly

## GM 1 to 21.705 Application

**(a)** The application for issue of a special flight Permit shall be made on a DGCA Form 1226 (See
Appendix VII).

## GM 1 to 21.707 Issue of Permit to Fly

**(a)** The aircraft shall not fly unless the permit to fly is accompanied by a Flight Release Certificatesigned by an appropriately approved KCASR 8, Part 145 organisation, or Licensed Aircraft Engineer in the case of non-commercial aircraft below 5700kg.

# Appendix I: Examples of Major Changes per Discipline

The information below is intended to provide a few major change examples per discipline, resulting from application of KCASR 8, Part 21, Subpart D, 21.73. It is not intended to present a comprehensive list of all major changes.

Examples are categorised per discipline and are applicable to all products (aircraft, engines and propellers).

However a particular change may involve more than one discipline, e.g., a change to engine controls may be covered in engines and systems (software).

Those involved with classification should always be aware of the interaction between disciplines and the consequences this will have when assessing the effects of a change (i.e. operations and structures, systems and structures, systems and systems, etc.; see example in paragraph 2 (ii). Specific rules may exist which override the guidance of these examples.

Where in this list of examples the words 'has effect' or 'affect(s)' are used, they have always to be understood as being the opposite of 'no *appreciable* effect' as in the definition of minor change in 21.73.

**(a) Structure**

(1) changes such as a cargo door cut-out, fuselage plugs, change of dihedral, addition of floats;

(2) changes to materials, processes or methods of manufacture of primary structural elements, such as spars, frames and critical parts;

(3) changes that adversely affect fatigue or damage tolerance or life limit characteristics;

(4) changes that adversely affect aeroelastic characteristics.

**(b) Cabin Safety**

(1) changes which introduce a new cabin layout of sufficient change to require a re-assessment of emergency evacuation capability or which adversely affect other aspects of passenger or crew safety. Items to consider include, but are not limited to:

(i) changes to or introduction of dynamically tested seats

(ii) change to the pitch between seat rows

(iii) change of distance between seat and adjacent obstacle like a divider

(iv) changes to cabin lay outs that affect evacuation path or access to exits

(v) installation of new galleys, toilets, wardrobes, etc

(vi) installation of new type of electrically powered galley insert

(2) changes to the pressurisation control system which adversely affect previously approved limitations.

**(c) Flight**

(1) Changes which adversely affect the approved performance, such as high altitude operation, brake changes that affect braking performance.

(2) Changes which adversely affect the flight envelope.

(3) Changes which adversely affect the handling qualities of the product including changes to the flight controls function (gains adjustments, functional modification to software) or changes to the flight protection or warning system.

**(d) Systems**

For systems assessed in accordance with the certification basis of the state of design (e.g. EASA CS 25.1309), the classification process is based on the functional aspects of the change and its potential effects on safety.

(1) Where failure effect is 'Catastrophic' or 'Hazardous', the change should be classified as major.

(2) Where failure effect is 'major', the change should be classified as major if:

(i) aspects of the compliance demonstration use means that have not been previously accepted for the nature of the change to the system; or

(ii) the change affects the pilot/system interface (displays, controls, approved procedures); or

(iii) the change introduces new types of functions/systems such as GPS primary, TCAS, TAWS, Predictive windshear, HUD.

The assessment of the criteria for software changes to systems also needs to be considered.

When software is involved, account should be taken also of the following guidelines:

Where a change is made to software produced in accordance with the guidelines of the state of design (e.g. latest edition of EASA AMC 20-115) (see AMC-20 document) the change should be classified as major if either of the following apply, and the failure effect of the system is Catastrophic, Hazardous or Major (e.g. Autopilot computers, flight guidance, FADEC, pressurisation controllers)

**(e) Propellers**

The following changes to a propeller are considered major:

(1) diameter

(2) airfoil

(3) planform

(4) material

(5) blade retention system

**(f) Engines**

The following changes to an engine are considered major:

(1) that adversely affect operating speeds, temperatures, and other limitations.

(2) that affect or introduce parts identified by requirements of the state of design (e.g. EASA CS E-510) where the failure effect has been shown to be hazardous.

(3) that affect or introduce engine critical parts (e.g. EASA CS E-515) or their life limits.

(4) to a structural part which requires a re-substantiation of the fatigue and static load determination used during certification.

(5) to any part of the engine which adversely affects the existing containment capability of the structure.

(6) that adversely affect the fuel, oil and air systems, which alter the method of operation, or require reinvestigation against the type-certification basis.

(7) that introduce new materials or processes, particularly on critical components.

**(g) Rotors and drive systems**

The following changes to Rotors and drive systems are considered major:

(1) changes that adversely affect fatigue evaluation unless the service life or inspection interval are unchanged. This includes changes to materials, processes or methods of manufacture of parts, such as:

(i) rotor blades

(ii) rotor hubs including dampers and controls

(iii) gears

(iv) drive shafts

(v) couplings

(2) changes that affect systems the failure of which may have hazardous or catastrophic effects. The design assessment by the design organisation should include:

(i) cooling system

(ii) lubrication system

(iii) rotor controls

(3) changes that adversely affect the results of the rotor drive system endurance test, the rotor drive system being defined in the requirements of the state of design (e.g. CS 27/29.917).

(4) changes that adversely affect the results of the shafting critical speed analysis required by the requirements of the state of design (e.g. CS 27/29.931).

**(h) Environment**

Examples of Changes that may affect noise and emissions:

(1) The following paras (i) and (j) provide examples of changes which might have an appreciable effect on a product's environmental characteristics (i.e. the effect might be greater than the no-acoustic change and no-emissions change criteria) and might therefore lead to a major change classification.

(2) Where a change is made to an aircraft or aircraft engine, the effect of the change on the product's environmental characteristics should be taken into account. Examples of changes that might have an appreciable effect on the product's environmental characteristics, and might therefore be classified as a major change, are listed below. The examples are not exhaustive and will not, in every case, result in an appreciable change to the product's environmental characteristics, and therefore, will not per-se and in every case result in a major change classification.

(3) An appreciable effect is considered to be one which exceeds the ICAO criteria for a no-acoustical change or a no-emissions change. For the definition of a no-acoustical change refer to the section of the ICAO Environmental Technical Manual, Volume I (ICAO Doc 9501, Volume I – Procedures for the Noise Certification of Aircraft) concerning changes to aircraft type designs involving no-acoustical changes (see also the definitions of a 'derived version' in ICAO Annex 16, Volume I). For the definition of a no-emissions change refer to the section of the ICAO Environmental Technical Manual, Volume II (ICAO Doc 9501, Volume II – Procedures for the Emissions Certification of Aircraft Engines) concerning no-emissions changes.

**(i) Noise**

A change that introduces either:

(1) an increase in the noise certification level(s); or

(2) a reduction in the noise certification level(s) for which the applicant wishes to take credit.

Examples of noise-related changes that might lead to a major change classification are:

(3) For jet and heavy (maximum take-off mass greater than 8618 kg) propeller-driven aeroplanes:

(i) A change that might affect the aircraft's take-off performance including:

(A) a change to the maximum take-off mass;

(B) a change to V2 ('take-off safety speed'); or

(C) a change to the lift augmentation devices, including their configuration under normal take-off operating conditions.

(ii) A change that might affect the aircraft's landing performance including:

(A) a change to the maximum landing mass;

(B) a change to VREF (reference landing speed); or

(C) a change to the lift augmentation devices, including their deployment under normal landing operating conditions.

(iii) A change to the Centre of Gravity (CG) limits;

(iv) A change that increases the aircraft's drag;

(v) A change that alters the external profile of the aircraft, including the installation or change of shape or size of any item on the external surface of the aircraft that might protrude into the airflow such as winglets and vortex generators; generally the installation of small antennas does not represent an acoustical change;

(vi) A change of engine or, if fitted, propeller type;

(vii) A change in engine thrust rating;

(viii) A change to the engine rotating parts or stators, such as geometry, blade profile or blade number;

(ix) A change to the aerodynamic flow lines through the engine;

(x) A change that affects the engine thermodynamic cycle, including a change to the engine's bypass ratio;

(xi) A change to the engine nacelle, including a change to the acoustic liners;

(xii) A change to the engine exhaust;

(xiii) A change to the engine bleed valves, including bleed valve scheduling;

(xiv) A change in the operation of engine power off-takes (e.g. the operation of the Environmental Control System (ECS) during a normal take-off or approach);

(xv) A change to the Auxiliary Power Unit (APU), including associated operating limitations (e.g. a change that allows the APU to be operated during a normal approach when previously it was not allowed);

(xvi) A change to the propeller pitch and/or propeller speed during a normal take-off or approach;

(xvii) A change that causes a change to the angle at which air flows into the propeller.

(4) For light (maximum take-off mass 8618 kg or less) propeller-driven aeroplanes

(i) A change that might affect the aircraft's take-off performance including:

(A) a change to the maximum take-off mass;

(B) a change to the take-off distance;

(C) a change to the rate of climb; or

(D) a change to Vy (best rate of climb speed).

(ii) A change that increases the aircraft's drag (e.g. the installation of external cargo pods, external fuel tanks, larger tyres to a fixed undercarriage, floats etc);

(ii) A change of engine or propeller type;

(iii) A change in take-off power including a change in engine speed (tachometer 'red line') or, for piston engines, a change to the manifold pressure limitations;

(iv) A change to the highest power in the normal operating range ('top of green arc');

(v) In the case of an aircraft where take-off power/engine speed is time limited, a change in the period over which take-off power/engine speed may be applied;

(vi) A change to the engine inlet or exhaust including, if fitted, the inlet or exhaust muffler;

(vii) A change in propeller diameter, tip shape, blade thickness or the number of blades;

(viii) The installation of a variable or adjustable pitch propeller in place of a fixed pitch propeller and vice versa;

(ix) A change that causes a change to the angle at which air flows into the propeller.

(5) For helicopters:

(i) A change that might affect the take-off and/or landing performance, including a change in take-off mass and $V_Y$ (best rate of climb speed);

(ii) A change to $V_{NE}$ (never-exceed airspeed) or to $V_H$ (airspeed in level flight obtained using the torque corresponding to minimum engine installed, maximum continuous power available for sea level pressure, 25°C ambient conditions at the relevant maximum certificated mass);

(iii) A change to the maximum take-off engine power or maximum continuous power;

(iv) A change to the gearbox torque limits;

(v) A change of engine type;

(vi) A change to the engine intake or exhaust;

(vii) A change to the maximum normal operating rpm of the main or tail rotors;

(viii) A change to the main or tail rotors, including a change in diameter, blade thickness or blade tip profile.

***Note:*** *The effect on the helicopter's noise characteristics of either carrying external loads or the installation of external equipment need not be considered.*

**(j) Emissions**

A change that introduces an increase or decrease in the emissions certification levels.

(1) Examples of smoke and gaseous engine emission-related changes that might lead to a major change classification are:

(i) A change in engine thrust rating;

(ii) A change to the aerodynamic flow lines through the engine;

(iii) A change that affects the engine thermodynamic cycle, specifically relevant engine cycle parameters (e.g. combustor pressure P3, combustor entry temperature T3, Air Fuel Ratio (AFR));

(iv) A change to the compressor that might influence the combustor inlet conditions and engine overall pressure ratio;

(v) A change to the combustor design (geometry);

(vi) A change to the cooling of the combustor;

(vii) A change to the air mass flow through the combustor;

(viii) A change that affects the fuel spray characteristics.

# Appendix II: Application for The Grant of a Type Acceptance Certificate (DGCA Form 1279)

This application should be made by or on behalf of the Type Certificate Holder, when completed this form should be forwarded to:

**Kuwait DGCA**

**Address 1**

**Address 2**

**Address 3**

| | | |
|---|---|---|
| **TC HOLDER CONTACT DETAILS ADDRESS** | | |
| **AIRCRAFT DESIGNATION** | | |
| **TYPE CERTIFICATE HOLDER** | | |
| **STATE OF CONSTRUCTION** | | |
| | **State of Design Type Certificate** | **Accepted NAA Type Certificate** |
| **Type Certificates** | | |
| **Type Certificate Data Sheets** | | |
| **Note:** Refer to KCASR 8 - Part 21.25 for Type Certificates issued by acceptable NAAs | | |

DGCA Form 1279

# Appendix III: Application for Approval of a Design Change or Repair (DGCA Form 1240)

| | | |
|---|---|---|
| Proposed Classification: Major ☐ Minor ☐ Kuwait DGCA Agree Classification: Yes ☐ No ☐ | | |
| Aircraft Type: | Aircraft Registration: 9K-<br>Serial No: | Applicant's Modification No:<br>Issue No: |
| Foreign Approval Reference:<br>(If Applicable) (e.g. FAA STC, EASA STC, EASA Minor Change approval): | Applicable Certification Standard (e.g. CS25, Amdt 8): | Type of Approval:<br>Kuwait DGCA ☐<br>Design Organisation ☐<br>Design Organisation Approval Ref No: |
| Please supply comprehensive details of modification. Use additional sheets if necessary and attach to this application: | | |
| Suitable for installation in this particular aircraft Yes ☐ No ☐ | | |

Amendments in accordance with the relevant KCASR, as appropriate, are required to the following documents:*

Review KCASR 8 - Part 21 as necessary.

| | | | |
|---|---|---|---|
| Weight and C of G Schedule | ☐ | Repair Manual | ☐ |
| Flight Manual | ☐ | Maintenance Programme/Schedule | ☐ |
| Maintenance Manual | ☐ | Crew Manual | ☐ |
| Overhaul Manual | ☐ | Electrical Load Analysis | ☐ |

**Modification/Repair Submitted by:**

| | |
|---|---|
| Name of applicant:<br>Name of Organisation: | Signature:<br>Date: |

Kuwait DGCA Approval Stamp

DGCA Form XXXX

# Appendix IV: Application for Certificate of Airworthiness (DGCA Form 1221)

**IMPORTANT**: To assist the applicant and to ensure correct completion, please refer to the **ATTACHED** Guidance Notes. Complete **ALL** applicable white boxed areas**. If None or not applicable, state 'None' or 'N/A'** Do NOT enter TBA (or similar) to suggest that the information is not available, except in the case of a Prototype or Variant aircraft.

The completed application form should be forwarded to Kuwait DGCA or emailed to:

**APPLICATION FOR THE ISSUE OF:** Please tick applicable box

CERTIFICATE OF AIRWORTHINESS (Initial issue) ☐

CERTIFICATE OF AIRWORTHINESS (Renewal) ☐

| **AIRCRAFT DETAILS** | Current or Allocated | All Previous (Where Known) |
|---|---|---|
| Registration Marks | | |
| | | |
| Serial No/ Line No | | |
| Type Designation and Series | | |
| Constructor of Aircraft | | |
| Country of Construction | | |
| Year of Construction | | |
| New or Used | | |
| Engines **(See Note 1)** | | |
| Auxiliary Power Unit | | |
| Propeller(s) (Hub and Blade) **(See Note 2)** | | |
| Maximum Take off Weight (kg) | | |
| Maximum number of Seats (inc crew) | | |
| **TYPE OF OPERATION C OF A REQUIRED FOR:** | Commercial Air Transport ☐<br>Non Commercial (Private) ☐ | |
| **CERTIFICATION STATUS** | TAC No…… Original TCDS Basis…… | |
| **EXPORT C OF A** | Issuing Authority …… | |
| **SPECIFY IF AIRCRAFT IS BEING** (please tick applicable box) | Overhauled ☐ Repaired ☐<br>Modified ☐ N/A ☐ | |

DGCA Form 1221

| AIRWORTHINESS TRANSFER DOCUMENTATION REQUIRED | | | |
|---|---|---|---|
| | **Document Type** | **Document No** | **Document Date** |
| **DOCUMENTS ENCLOSED**<br><br>(See Note 3)<br>**INCLUDES NOISE CERTIFICATION** | | | |
| | | | |
| | | | |
| | | | |
| **FLIGHT MANUAL REF NO**<br>**(see Note 4)** | | | |
| **MAINTENANCEPROGRAMME SCHEDULE REF NO (see Note 5 )** | | | |
| **ADDRESS DETAILS**<br>(a) Name and address of aircraft owner/applicant (in full)<br>Telephone No:<br>Facsimile No:<br>E-mail address: | | | |
| (b) Contact name and address of approved organisation (KCASR 8 - Part M Subpart G) or Licensed Aircraft Engineer<br>Telephone No:<br>Facsimile No:<br>E-mail address: | | | |
| **PLACE OF SURVEY** | | | |
| **KUWAIT DGCA ADDITIONAL REQUIREMENTS FOR IMPORT** | | | |
| **ADDITIONAL INFORMATION** | | | |

DGCA Form 1221

| | |
|---|---|
| **GENERAL**<br>**1. Provide details of any towing, parachuting or other special equipment fitted** | |
| **2. Provide details of Radio Equipment fitted (As on DGCA Form xxxx)** | |
| **3. Give details of equipment or systems which have been introduced by modification since original manufacture and include STC reference if applicable. Refer to the aircraft Airworthiness Review Report, report if any, as detailed in the DGCA Form 1290 (see KCASR 8, Part M)** | |

**DECLARATION**

I hereby declare that to the best of my knowledge the particulars entered on this application are accurate in every respect.

Date…… Signature of Applicant ……..…

Please Print Name in BLOCK CAPITALS Name of Applicant ……

For and on behalf of……..…

**RECOMMENDATION**

The above aircraft has been constructed, modified or overhauled as necessary. It has been inspected and is in a satisfactory condition. It is recommended that the aircraft is issued with a Certificate of Airworthiness

Signed: .....Date: ….....

For the Kuwait DGCA.

Kuwait DGCA Use Only

DGCA Form 1221

## Application for the issue of a Certificate of Airworthiness Guidance notes

**Note 1 -** The manufacturer and type certificate designation of the engine type is required.

**Note 2 -** The manufacturer and type certificate designation of the propeller type is required. The engine/propeller combination must comply with the Type Certificate Data Sheet or approved alternative.

**Note 3 –** Acceptable documentation is an Export Certificate of Airworthiness issued by the last state of registry within 60 days of the declaration date on the C of A application.

Any supplied documents in support of an application for a C of A can be in the form of copies, as the Original documents are not required at the time of application.

The original documents will be viewed by the Kuwait DGCA Inspector at the time of the C of A issue.

**Note 4 -** The applicable Flight Manual Reference and revision status is required.

**Note 5 -** The maintenance programme/schedule reference number is required.

The maintenance programme/schedule must be approved by the Kuwait DGCA and or State of Registry for leased aircraft.

DGCA Form 1221

# Appendix V: Application for a Noise Certificate (DGCA Form 1201)

**Application for the Issue or Amendment of a Noise Certificate**
**Air Legislation and ICAO Annex 16, Volume 1**

The purpose of this application Form is to provide the Kuwait DGCA with sufficient data to enable the issuance of a Noise Certificate in compliance with ICAO Annex 16 Volume 1 and the State of Kuwait Air Legislation.

Where this application only refers to an amendment to an existing noise Certificate, only complete this application in reference to the amendment and ensure that the existing Kuwait DGCA approved Noise Certificate is referred to.

Where annotated ***** please supply a copy of the document with this application. Where considered appropriate please also supply additional supporting documentation identifying its relevance to this application.

| **Section 1: APPLICANT DETAILS** | |
|---|---|
| **Name:** | |
| **Address in Full:** | |
| **Telephone Number:** | |
| **Email Address:** | |
| **Technical point of contact for the purpose of this application** | |
| **Name:** | |
| **Address in Full (if different from above):** | |
| **Telephone Number:** | |
| **Email Address:** | |

DGCA Form 1201

| Section 2: GENERAL AIRCRAFT DETAILS | |
|---|---|
| Aircraft Registration: | |
| Aircraft Type Model: | |
| Aircraft Serial Number: | |
| Aircraft Constructor: | |
| State of Design: | |
| Type Certifying Authority: | |
| Year of Construction: | |
| Engine/s Manufacturer and Type/s | |
| Auxiliary Power Unit Type Model | |
| Propeller/s Manufacturer and Type/s | |
| Flight Manual Reference No. | |
| Applicable Type Certificate Data Sheet References:<br>*NB. Reference KCASR 8 - Part 21 Subpart B* | |
| Date of Certificate of Airworthiness Application: | |
| * Export Certificate of Airworthiness, (issued by, date, & certificate No.) | |
| *Previously Issued Noise Certificate, (issued by, date & certificate No.) | |
| **Note: Where the previous Noise certificate does not show compliance to ICAO Annex 16 Volume 1, please record below and supply equivalent documentation that is clearly applicable to the designation and modification status of the aircraft referred to in this application.** | |
| *Details of Equivalent Documentation | |
| Declared ICAO Noise Certification Standard | |

DGCA Form 1201

| Section 3: MODIFICATIONS | | | | |
|---|---|---|---|---|
| List all modifications that are incorporated, embodied or to be embodied for the purpose of ICAO Annex 16 Volume 1 compliance: | Modification Reference | Description | Approval Reference | Flight Manual Reference |
| | | | | |
| | | | | |
| | | | | |
| *Provide copies of documentation with regard to any modifications recorded above in support of your application | | | | |

**Section 4 – AIRCRAFT CONFIGURATIONS**

Record below any applicable configurations.

This list should be limited to; only reflect those configurations that are likely to be operated to. For each configuration including the basic aircraft, if this is only applicable, complete the performance data fields derived from verifiable approved data source referred to in section 2 and where applicable section 3 of this application form.

| Flight Manual Reference | Configuration Identification | Maximum Take-Off Mass (Kg) | Maximum Landing Mass (Kg) | Lateral/ Full Power Noise Level | Approach Noise Level | Flyover Noise Level | Over Flight Noise Level | Take-Off Noise Level |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

DGCA Form 1201

# Appendix VI: Application for an Export C of A (DGCA Form 1203)

**Registration:** **Aircraft Type:**

**Constructors No:**

**Operator:** **Maintenance Organisation:**

**Engine Model:** **APU Model:**

(Please prove all the following information, including all associated attachments with this completed Form.)

| **a) Completed DGCA Form 1290 Airworthiness Review Report** | |
|---|---|
| Report Dated: | |
| **b) Outstanding Airworthiness Requirements**<br>Statement that no outstanding airworthiness requirements exist which are not included in the AR Report i.e. concessions, deferred defects, significant structural repairs or unapproved modifications | |
| Document Reference: | |
| **c) Aircraft Build Standard**<br>Statement that there have been no changes to the Build Standard of the aircraft. Any changes must be notified to the Kuwait DGCA | |
| Document Reference: | |
| **d) Special Import Requirements**<br>Details of any special import requirement for the new State of Registration. If none a Statement is required to this effect | |
| Document Reference: | |

**Note:** Aircraft will need to be de-registered before it can be transferred to another register.

**COMPLIANCE STATEMENT**

I hereby certify that the above requirements have been complied with as required.

Name Signature

Title

Company Date

DGCA Form 1203

# Appendix VII: Application for Issue of Special Flight Permit (DGCA Form 1226)

| APPLICATION FOR A PERMIT TO FLY | | | |
|---|---|---|---|
| **Operator/Owner** | | | |
| Name | Address | Contact Details | |
| | | Tel:<br>Mobile:<br>Fax:<br>Email | |
| **Aircraft** | | | |
| Registration | Serial Number | Type | Year of Build |
| 9K- | | | |
| **Flight Details** | | | |
| Date of Flight/s<br>dd/mm/yyyy | **Period Permit is Requested** **Proposed Departure Date**<br>**From...../..../.....** **To ...../.../.....** | | |
| Routes | Departure Location: | Arrival Location | |
| Via | | | |
| Purpose of Permit to Fly | ☐ Flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage.<br>☐ **...** Flying the aircraft for customer acceptance<br>☐ **...** Delivering or exporting the aircraft<br>☐ **...** Flying the aircraft for Authority acceptance<br>☐ **...** Market Survey, including customers crew training<br>☐ **...** Exhibition and Air Show<br>☐ **...** Flying the aircraft to a place of storage<br>☐ .. Showing compliance with regulations or certification specifications<br>☐ **...** Other Reason _____ | | |
| **Details of Abnormal Condition/s** | | | |
| | | | |

DGCA Form 1226

| Technical Justification for Ferry flight/Journey | | |
|---|---|---|
| Data Reference/s | Source | Compliance Requirements |
| | | |
| **Nominated Persons for** | | |
| **Flight Release Certificate** | Name | Maintenance Organisation and Authorisation Reference |
| | | |
| **Airworthiness Release Certificate** | Name | KCASR 8 - Part M Subpart G or KCASR 8, Part 145 |
| | | |
| **Operational Control** | | |
| Authorised Person | Position | Contact Details |
| | | |
| **Declaration** | | |
| I hereby declare that to the best of my knowledge the particulars entered on this application are accurate. | | |
| Date of Application | Applicant Signature | |
| | | |

DGCA Form 1226

END