

**AD 1. AERODROME INTRODUCTION****AD 1.1 AERODROMES AVAILABILITY**

This section contains information on Kuwait International Airport that is available for use in international aircraft operations

**1 AERODROME ADMINISTRATION**

The Directorate General of Civil Aviation is responsible for the administration of Kuwait International Airport.

**2 GENERAL CONDITION OF AVAILABILITY**

Civil aircraft are not permitted to land at any aerodrome not listed in this section of the AIP but in cases of an emergency or where special permission has been granted.

**3 ICAO DOCUMENTS AND DIFFERENCES**

- 3.1** Services provided at aerodromes / heliports are based upon the ICAO standards and recommended practices contained in the following publications:

Annex 14 Aerodromes Vol. I and II  
Doc 9157 Aerodrome Design Manual, part 1 to 5  
Doc 9137 Airport Service Manual, part 1 to 9.

**3.2 Differences from ICAO SARPS**

NIL

**4 CAT I / II OPERATIONS AT AERODROME****4.1 General.**

- 4.1.1 Kuwait International Airport Runways 15R,33L,15L and 33R are all equipped with ILS CAT I/II. Low Visibility Procedures are published for operations when RVR drop below 550 M Visibility Drops below 400 M and or cloud ceiling of less than 200 ft.

- 4.1.2 Aircraft Operators must obtain approval from D.G.C.A. prior to conduct low visibility operation . CAT II Operation requires special aircrew and aircraft certification.

- 4.1.3 Pilots shall be informed when:-

- a) meteorological reports preclude ILS CAT I / II Operations.
- b) Low Visibility Procedures are in force.
- c) there is any unserviceability in a promulgated facility so that they may amend their minima.

- 4.1.4 Pilots who wish to practice CAT II ILS must inform Approach Control on initial contact.

**4.2 Special Procedure and Safeguards.**

- 4.2.1 Special procedures and safeguards will be applied during CAT II operations to protect Aircraft operating in low visibility and to avoid interference to the ILS signals in accordance with ICAO DOC 9365.

**4.2.2 Arriving Aircraft.**

- a) Aircraft vacating the runways , preferably to vacate via the following exit :-

RWY 33L	.....	TWY W 5
RWY 15R	.....	TWY W 2
RWY 33R	.....	TWY E 5
RWY 15L	.....	TWY E 2

- b) Pilots are required to make a runway vacated call given due allowance for the Size of the aircraft to ensure that the entire aircraft has vacated the ILS sensitive area .

**4.2.3 Departing Aircraft.**

- 4.2.3.1 Departing aircraft shall only enter the runway via the following exit .

RWY 33L	via Loop	RWY 33L
RWY 15R	via TWY	W15 & W18
RWY 33R	via Loop	RWY 33R
RWY 15L	via Loop	RWY 15L

**4.3 Approval for CAT II Operations.**

- 4.3.1 Operators may obtain approval for conducting CAT II Operation at Kuwait International Airport by supplying the following information to DGCA:-

- a) The Category II minima to which they intend to operate and
- b) a copy of CAT II certification issued by their own regulatory Authority.

**4.4 Other Information.**

4.4.1 Runway Operating Procedures, Kuwait International Airport .

4.4.2 Parallel Runways Operations.

When both runways are available , the operating mode is Normally segregated operations, as bellow :-

- a) **RWY 33L:** A normal departure RWY. However General Aviation Aircraft Parking at Stands J ,K, L, M & N and Cargo Flights parking at Cargo Apron, are normally positioned to land on RWY 33L.
- b) **RWY 15R :**A normal arriving RWY. However Cargo Aircraft parking at Cargo Apron and General Aviation aircraft parking at Stands J ,K,L,M & N are normally cleared for take off from RWY 15R.
- c) **RWY 33R :** A normal landing RWY. However Military Transport Aircraft parking at Military Apron and VIP Aircraft parking at Eastern Apron are normally cleared for take off from RWY 33R.
- d) **RWY 15L :** A normal departure RWY. However Military Aircraft parking at Military Apron and VIP Aircraft parking at Eastern Apron are normally cleared for landing on RWY 15L.

**4.5 Runway Utilization.**

4.5.1 To ensure the maximum runway utilization, pilots are expected to comply with the following runway operating procedures:-

- a) Departing flights when given clearance to enter the runway and cleared for take off shall commence the manoeuver without delay. Pilots must notify ATC immediately if they anticipate not being able to comply with this clearance.
- b) On completion of the landing roll, flights are expected to vacate at the first available taxiway or as instructed by ATC. The rapid exit taxiways are designated to permit aircraft to leave the runway expeditiously under normal circumstances, aircraft vacating the runway should not stop on exit taxiways until they are fully cleared at stop bar of the runway. Wide body aircraft when using runway 33R for landing and parking at Military base, should be instructed by ATC before landing to vacate from the end of the runway, to avoid tight turn to the parallel taxiway. Wide body Military Aircraft (C5) when landing on Runway 15R should roll to the end and clear Runway from the Loop.

**4.6 Use of Military Aerodromes :**

Not permitted for Civil Aircraft unless previous permission received from DGCA.

**4.7 Take Off Operation Minimum at Kuwait International Airport :**

Take-off RWY 15L/R,33L/R						
LVP must be in force						
	HIRL,CL & mult. RVR req.	RL.CL & mult.RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
<b>A</b>	<b>125 m</b>	<b>150 m</b>	<b>200 m</b>	<b>250 m</b>	<b>400 m</b>	<b>500 m</b>
<b>B</b>						
<b>C</b>						
<b>D</b>	<b>150 m</b>	<b>200 m</b>	<b>250 m</b>	<b>300 m</b>		

## 4.8 Landing Operation Minimums at Kuwait International Airport

Straight-in RWY	Aircraft category			
	A	B	C	D
① 15L CAT 2 ILS DME	DA( H ) 261' (100') RA 101'-R300M	DA( H ) 261' (100') RA 101'-R300M	DA( H ) 261' (100') RA 101'-R300M	DA( H ) 261' (100') RA 101'-R300M
CAT 1 ILS DME ALS out	DA( H ) 361' (200') R 550 M R 1000 M	DA( H ) 361' (200') R 550 M R 1000 M	DA( H ) 361' (200') R 550 M R 1200 M	DA( H ) 361' (200') R 550 M R 1200 M
LLZ ALS out	MDA( H ) 680' (519') R 1000 M R 1500 M	MDA( H ) 680' (519') R 1200 M R 1500 M	MDA( H ) 680' (519') R 1200 M R 2000 M	MDA( H ) 680' (519') R 1600 M R 2000 M
② 15R CAT 2 ILS DME	DA( H ) 234' (100') RA 97'-R300M	DA( H ) 234' (100') RA 97'-R300M	DA( H ) 234' (100') RA 97'-R300M	DA( H ) 234' (100') RA 97'-R300M
CAT 1 ILS DME ALS out	DA( H ) 366' (232') R 600 M R 1000 M	DA( H ) 378' (244') R 600 M R 1000 M	DA( H ) 386' (252') R 650 M R 1200 M	DA( H ) 397' (263') R 650 M R 1200 M
LLZ ALS out	MDA( H ) 680' (546') R 1000 M R 1500 M	MDA( H ) 680' (546') R 1200 M R 1500 M	MDA( H ) 680' (546') R 1200 M R 2000 M	MDA( H ) 680' (546') R 1600 M R 2000 M
VOR DME ALS out	MDA( H ) 700' (566') R 1000 M R 1500 M	MDA( H ) 700' (566') R 1200 M R 1500 M	MDA( H ) 700' (566') R 1200 M R 2000 M	MDA( H ) 700' (566') R 1600 M R 2000 M
LOCATOR ALS out	MDA( H ) 750' (616') R 1000 M R 1500 M	MDA( H ) 750' (616') R 1200 M R 1500 M	MDA( H ) 750' (616') R 1200 M R 2000 M	MDA( H ) 750' (516') R 1600 M R 2000 M
③ 33L CAT 2 ILS DME	DA( H ) 270' (100') RA 103'-R300M	DA( H ) 270' (100') RA 103'-R300M	DA( H ) 270' (100') RA 103'-R300M	DA( H ) 270' (100') RA 103'-R300M
CAT 1 ILS DME ALS out	DA( H ) 370' (200') R 550 M R 1000 M	DA( H ) 370' (200') R 550 M R 1000 M	DA( H ) 370' (200') R 550 M R 1000 M	DA( H ) 370' (200') R 550 M R 1000 M
LLZ ALS out	MDA( H ) 680' (510') R 1000 M R 1500 M	MDA( H ) 680' (510') R 1200 M R 1500 M	MDA( H ) 680' (510') R 1200 M R 2000 M	MDA( H ) 680' (510') R 1600 M R 2000 M
VOR DME ALS out	MDA( H ) 700' (530') R 1000 M R 1500 M	MDA( H ) 700' (530') R 1200 M R 1500 M	MDA( H ) 700' (530') R 1200 M R 2000 M	MDA( H ) 700' (530') R 1600 M R 2000 M
④ 33R CAT 2 ILS DME	DA( H ) 306' (100') RA 97'-R300M	DA( H ) 306' (100') RA 97'-R300M	DA( H ) 306' (100') RA 97'-R300M	DA( H ) 306' (100') RA 97'-R300M
CAT 1 ILS DME ALS out	DA( H ) 406' (200') R 550 M R 1000 M	DA( H ) 406' (200') R 550 M R 1000 M	DA( H ) 406' (200') R 550 M R 1000 M	DA( H ) 406' (200') R 550 M R 1000 M
LLZ ALS out	MDA( H ) 680' (474') R 1000 M R 1500 M	MDA( H ) 680' (474') R 1200 M R 1500 M	MDA( H ) 680' (474') R 1200 M R 2000 M	MDA( H ) 680' (474') R 1600 M R 2000 M
CIRCLE - TO - LAND	100 KT	135 KT	180 KT	205 KT
	MDA( H ) 850' (644') V 1500 M	MDA( H ) 850' (644') V 1600 M	MDA( H ) 1050' (844') V 2400 M	MDA( H ) 1050' (844') V 3600 M

⑤ All aircraft should not be permitted to land when RVR indicate below R 300 M.

⑥ In case of CAT II operations, Low Visibility Procedure are in force.

*Note* : The operational minimums published for Kuwait Int'l Airport have been established in accordance with **JAR OPS-1 Subpart D and E**.

**5 FRICTION MEASUREMENT DEVICE USED AND FRICTION LEVEL UNDER WHICH THE RWY IS DECLARED SLIPPERY**

**5.1 Measurement of braking action**

No mechanical equipment is used and information on braking action is based on pilots' reports.

**5.2 Dissemination of information on runways affected by standing water not associated with snow, slush or ice**

If a runway is affected by standing water not associated with snow, slush or ice anytime during the approach of an aircraft for landing, the depth and location of such standing water are transmitted to the aircraft.

If the duration of the phenomenon is likely to persist and the information requires a wider distribution, an NOTAM will be issued.

**AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOWPLAN****1. RESCUE AND FIRE FIGHTING SERVICES**

Adequate rescue and fire fighting vehicles, equipment and personnel have been provided at Kuwait International Aerodrome for use by international commercial air transport. The scale of protection has been determined according to

the guidance in Attachment A to Annex 14 and is indicated in terms of aerodrome in AD 2.

The number of trained personnel available is also shown. Each rescue and fire fighting unit is controlled by the local aerodrome authority. Full service on a 24-hour basis is normally provided only at Kuwait International Aerodrome.

<b>Rescue and fire fighting Services</b>	
<b>Aerodrome Category</b>	<b>Amount of water in liters for production of performance level A foam</b>
7	18 200
8	27 300
9	36 400
(Category 1 to 6 is not used in Kuwait at present)	

**2. SNOWPLAN**

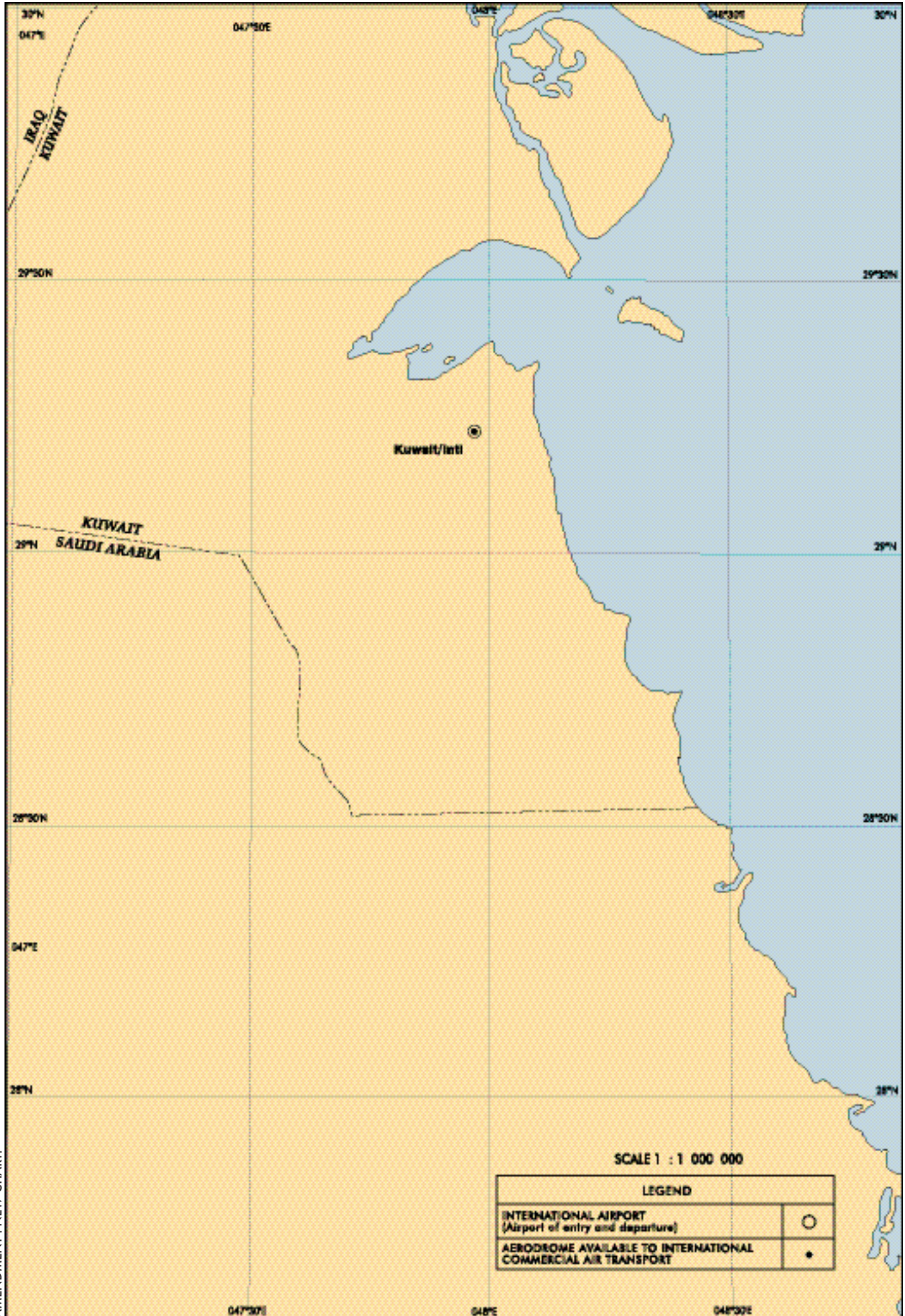
The local climate precludes the requirement for a snow plan.

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## AD 1.3 INDEX TO AERODROMES AND HELIPORTS

Aerodrome name Location indicator	Type of traffic permitted to use the aerodrome/ heliport			Reference to AD Section and Remarks
	INTERNATIONAL - NATIONAL (INTL-NTL)	IFR - VFR	S = Scheduled NS = Non-scheduled P = Private	
1	2	3	4	5
<b>Aerodromes</b>  KUWAIT/ Kuwait OKBK	INTL-NTL	IFR - VFR	S NS P	AD2.OKBK Joint Civil / Military use
<b>Heliports</b>  -NIL-				

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## AD 1.4 GROUPING OF AERODROMES/ HELIPORTS

The criteria applied by the Directorate General of Civil Aviation in Kuwait in grouping aerodromes for the provision of information in this AIP are as follows:

### 1. **Primary/major international aerodrome**

Kuwait International aerodrome is the only aerodrome of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine and similar procedures are carried out and where air traffic services are available on a regular basis.

### 2. **Secondary/other aerodromes**

There are no other aerodromes available for entry or departure of international air traffic, where the formalities concerning customs, immigration, health and similar procedures and air traffic services are made available.