



General Information

Location:

KUWAIT KWI ICAO/IATA: OKBK / KWI

Elevation: 204 ft MSL.

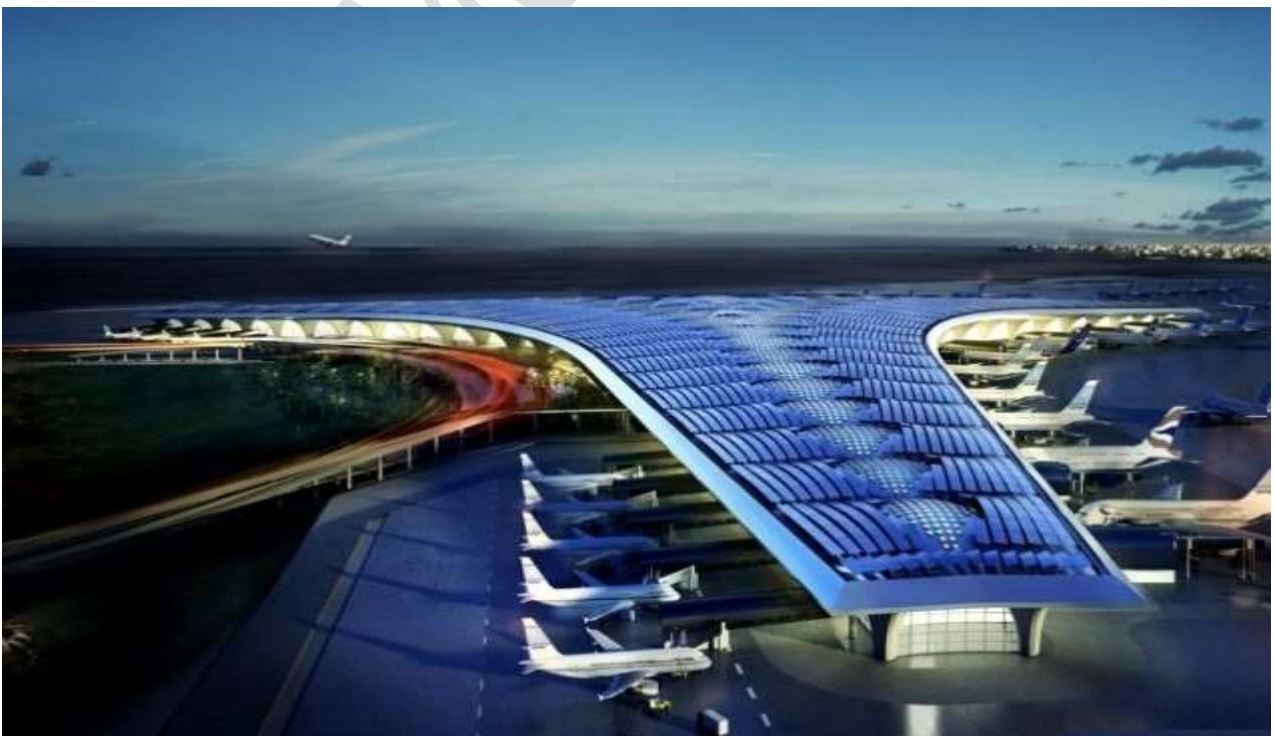
N29°13.61' / E47°58.80'

Airport Use:

Public Daylight Savings: Not Observed

UTC Conversion: -3:00 = UTC

Magnetic Variation: 3.0° E





Runways

Runway 15L:

11483 x 148 feet / 3500 x 45 meters.

Runway 33R:

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Runway 15L:

11155 x 148 feet / 3400 x 45 meters.

Runway 33R:



COMMUNICATION

All VFR flights, as well as IFR flights operating outside controlled airspace, shall maintain a listening watch on the frequency of a unit providing Flight Information Service and file with that station information as to their position.

OTHER INFORMATION

Trans level: FL 150

Trans alt: 13000'

RWYs 15R and 33R right-hand circuit.

SR Codes

International: 1400 - 1477.

VFR: 0600 - 0677.



START-UP PROCEDURES

Pilots are required to call Kuwait Ground 10 minutes prior to start-up for ATC clearance delivery.

GENERAL

1.1. ATIS

D-ATIS 126.225

1.2. NOISE ABATEMENT PROCEDURES

Non-Noise-Certificated Subsonic Airplane operations restricted daily between 2130-0830LT.

1.3. CAT I/II OPERATIONS

Low Visibility Procedures (LVP) become effective when RVR falls below 550m or VIS falls below 800m or ceiling below 200.

Pilots shall be informed when:

- MET reports preclude CAT I/II operations.
- LVP are in force.
- There is any unserviceability in a promulgated facility so that they may amend their minimums.
- Pilots who wish to practice CAT I/II ILS must inform Approach Control on initial contact.



1.4. RWY UTILIZATION

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

- Departing flights, when given clearance to enter the RWY and cleared for take-off shall commence the maneuver without delay. Pilots must notify ATC. immediately if they anticipate not being able to comply with this clearance.

- On completion of the landing roll, flights are expected to vacate at the first permit ACFT to leave the RWY expeditiously under normal circumstances, ACFT vacating the RWY should not stop on exit TWYs until they are fully. cleared at stop bar of the RWY. Wide body ACFT when using RWY 33R for landing and parking at MIL base, should be instructed by ATC before landing to vacate from the end of the RWY, to avoid tight turn to the parallel TWY. Wide body military ACFT (C-5) when landing on RWY 15R should roll to the end and clear RWY from the loop.



1.5. PARALLEL RWY OPERATIONS

RWY 15L: Normal departure RWY. However, military ACFT, parking at MIL apron and VIP ACFT, parking at eastern apron, are normally cleared for landing on RWY 15L.

RWY 15R: Normal arriving RWY. However, GA ACFT, parking at stands J, K, L, M and N and Cargo ACFT, parking at Cargo apron, are normally cleared for take-off from RWY 15R.

RWY 33L: Normal departure RWY. However, GA ACFT parking at stands J, K, L, M and N and Cargo ACFT, parking at Cargo apron, are normally positioned to land on RWY 33L.

RWY 33R: Normal arriving RWY. However, military transport ACFT, parking at MIL apron and VIP ACFT, parking at eastern apron, are normally cleared for take-off from RWY 33R.

Semicircular Rules

Westbound - Even FL

Eastbound - Odd FL



2. ARRIVAL

2.1. CAT I/II OPERATIONS

All RWYs approved for CAT I/II operations, special aircrew and ACFT certification required.

Arriving ACFT preferably have to vacate the RWYs via the following exits:

RWY 15L via TWY E2

RWY 33L via TWY W5

RWY 15R via TWY W2

RWY 33R via TWY E5

Pilots are required to make a "RWY vacated" call giving due allowance for the size of the ACFT to ensure that the entire ACFT has vacated the ILS-sensitive area.



2.2. TAXI PROCEDURES

All pilots taxi in to Terminal 4 stands shall hold position at the stop marking before Terminal 4 and follow the marshaller for the assigned gate.

The marshalling of Terminal 4 ACFT into the respective ACFT stand shall be the responsibility of DGCA - ANS.

The towing service and push-back service of Terminal 4 ACFT into the respective ACFT stand shall be the responsibility of the ACFT operator or its appointed ground handling agency.

3. DEPARTURE

3.2. START-UP

All pilots upon start-up for departure from Kuwait Intl are kindly requested to advise Clearance Delivery/Ground Control Tower of their final requested flight level if deviated from their original flight plan.

ENGINE START-UP PROCEDURE AT THE GATE

Permission for an Engine Ground Run must be obtained at all times from the APT ATC Ground Control prior to the Engine Ground Run.

The following details must be provided to the APT ATC before the Engine Ground



FOR SIMULATION ONLY



FOR SIMULATION ONLY



FOR SIMULATION ONLY



FOR SIMULATION ONLY



FOR SIMULATION ONLY