

# STATE OF KUWAIT

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OKNOYNYX

DIRECTORATE GENERAL OF CIVIL AVIATION  
AERONAUTICAL INFORMATION SERVICE (AIS)  
KUWAIT INTERNATIONAL AIRPORT

P.O.BOX 17 SAFAT 13001-KUWAIT

**AIP**  
**SUPPLEMENT**  
**NR 08/20**  
**DATE:01/11/2020**

EMAIL:aip@dgca.gov.kw.

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## ENROUTE (ENR)

Prohibited area OK P01 Rawdatein identification and name CHANGE to  
Restricted area OK R01 Rawdatein All flight must follow ATC instruction  
Amend AIP pages ENR 5.1-2, ENR 5.1-5, ENR 6.1-1, AD2.OKBK-35, AD2.OKBK-37  
AND AD2.OKBK-41 to AD2.OKBK-105 ACCORDINGLY.

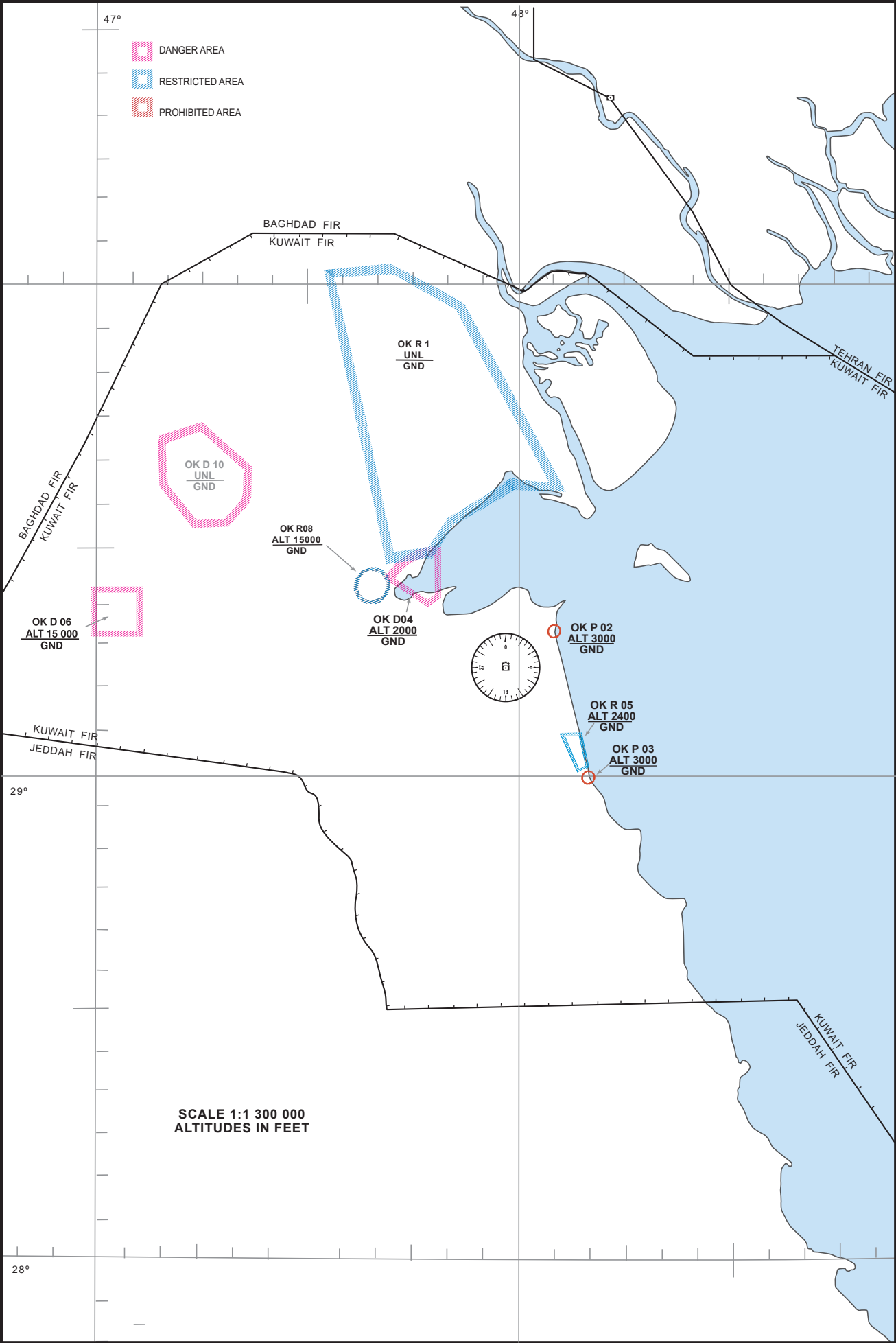
END

AERONAUTICAL INFORMATION SERVICE (AIS)  
KUWAIT

## ENR 5. NAVIGATION WARNINGS

### ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

| Identificatio and Name<br>Lateral Limits                                                                                                                                                                                                                                                                                      | Upper Limit<br>Lower Limit | Type of<br>Restriction/Hazard                                                    | Remarks   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------------------------------------------------------------------------|-----------|
| 1                                                                                                                                                                                                                                                                                                                             | 2                          | 3                                                                                | 4         |
| <b>PROHIBITED AREA</b>                                                                                                                                                                                                                                                                                                        |                            |                                                                                  |           |
| <b>OK P02 ALBADEA :</b><br>Area circle radius 1 NM centered co-ord:-<br>N29 17 30 E048 05 20                                                                                                                                                                                                                                  | <u>3000 FT</u><br>GND      | Avoid Flying for all<br>Military Aircraft and all<br>Choppers (military / civil) | Permanent |
| <b>OK P03 UMOQSUBAH :</b><br>Area circle radius 1 NM centered co-ord:-<br>N28 59 04 E048 10 14.                                                                                                                                                                                                                               | <u>3000 FT</u><br>GND      | Avoid Flying for all<br>Military Aircraft and all<br>Choppers (military / civil) | Permanent |
| <b>RESTRICTED AREA</b>                                                                                                                                                                                                                                                                                                        |                            |                                                                                  |           |
| <b>OK R01 RAWDATEIN:</b><br>Area bounded by lines joining successively the<br>following points:<br>N29 33 50 E048 05 51 - N29 34 20 E047 59 14 -<br>N29 29 40 E047 50 30 - N29 26 00 E047 47 20 -<br>N29 25 26 E047 42 09 - N30 03 03 E047 34 45 -<br>N30 03 40 E047 42 09 - N29 56 54 E047 52 00 -<br>N29 33 50 E048 05 51 . | <u>UNL</u><br>GND          |                                                                                  | Permanent |
| <b>OK R05</b><br>Area bounded by lines joining successively the<br>following points:<br>N29 04 12 E048 09 01 - N29 04 13 E048 06 51<br>N28 59 52 E048 08 40 - N29 00 22 E048 09 45                                                                                                                                            | <u>2 400 FT</u><br>GND     |                                                                                  | Permanent |
| <b>OK R08</b> Area Circle Radius 2.5NM Centered CO-ORD:-<br>N29 23 27 E047 40 13                                                                                                                                                                                                                                              | <u>15 000 FT</u><br>SFC    |                                                                                  | Permanent |
| <b>DANGER AREA</b>                                                                                                                                                                                                                                                                                                            |                            |                                                                                  |           |
| <b>OK D04 KAZIMAH :</b><br>Area bounded by lines joining successively the<br>following points:<br>N29 27 51 E047 49 23 - N29 21 11 E047 49 03 -<br>N29 20 21 E047 47 03 - N29 23 51 E047 40 43 -<br>semi-circle radius 8.7 NM centered on<br>N29 19 11 E047 49 13 joining<br>N29 16 41 E047 40 43 - N29 27 51 E047 49 23.     | <u>2 000 FT</u><br>GND     |                                                                                  | Permanent |
| <b>OK D06 A. F.:</b><br>Area bounded by lines joining successively the<br>following points:<br>N29 16 41 E046 59 33 - N29 16 41 E047 06 48 -<br>N29 22 46 E047 06 48 - N29 22 46 E046 59 33 -<br>N29 16 41 E046 59 33.                                                                                                        | <u>15 000 FT</u><br>GND    |                                                                                  | Permanent |
| <b>OK D10</b> Area Bounded by Lines Joining Successively the<br>following points :-<br>N29 30 11 E047 18 43 - N29 30 11 E047 13 43 -<br>N29 35 11 E047 09 03 - N29 41 31 E047 09 03 -<br>N29 43 11 E047 15 03 - N29 37 41 E047 22 03 -<br>N29 33 44 E047 22 03 - N29 30 11 E047 18 43.                                        | <u>UNL</u><br>GND          | Firing Range                                                                     | Permanent |



ENROUTE CHART - ICAO

ENROUTE  
CHART - ICAO

WGS-84

AD ELEV  
204 FT

|                  |              |       |               |                 |             |               |         |
|------------------|--------------|-------|---------------|-----------------|-------------|---------------|---------|
| KUWAIT RADAR     | 125.3, EMERG | 121.5 | KUWAIT TOWER  | 118.3           | KUWAIT ATIS | 126.225       |         |
| KUWAIT APP RADAR | 121.3        |       | KUWAIT GROUND | 121.7, VEHICLES | 121.9       | KUWAIT VOLMET | 126.625 |

KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
(OKBK)

**Legend**

**Flight Information Region (FIR)**

Name of FIR → FIR  
Airspace Classification → **FL460**  
Upper Limit → **Above 150**  
Lower Limit →

**Terminal Control Area (CTA)**

Name of CTA → CTA  
Airspace Classification → **FL460**  
Upper Limit → **Above 150**  
Lower Limit →

**Control Zone (CTR)**

Name of CTR → CTR  
Upper Limit → **2000**  
Airspace Classification → **SFC**  
Lower Limit → **KUWAIT ACC**  
Unit providing service →

**ATS Route**

UPPER LIMIT →  
LOWER LIMIT →  
ROUTE DESIGNATOR → **G667** **G782** **FL460** **5000**  
MAGNETIC TRACK → **191°** **011°**  
DISTANCE IN NM →

**Restricted Airspace (P-Prohibited, R-Restricted, D-Danger)**

RESTRICTIVE AIRSPACE → **OK D 10**  
DESIGNATOR → **UNL**  
UPPER LIMIT → **GND**  
LOWER LIMIT →

**Reporting Points (REP)**

Compulsory → **▲**  
On Request → **△**

**ATS/MET Reporting Points (MRP)**

Compulsory → **■**  
On Request → **□**

**Navigational aids (Navaid)**

Compass rose oriented on the chart to Magnetic North

Compass rose to be used in combination with:  
VOR  
VOR/DME  
TACAN  
VORTAC

Compass rose ID:  
Type of Navaid → **VOR/DME**  
Name of Navaid → **MAHSHAHR**  
Radio Frequency → **115.8 MAH**  
Ident → **CH 105X**  
Morse Code → **N30 33 22**  
Co-ordinates → **E049 08 58**

**Area Minimum Altitude (AMA)**

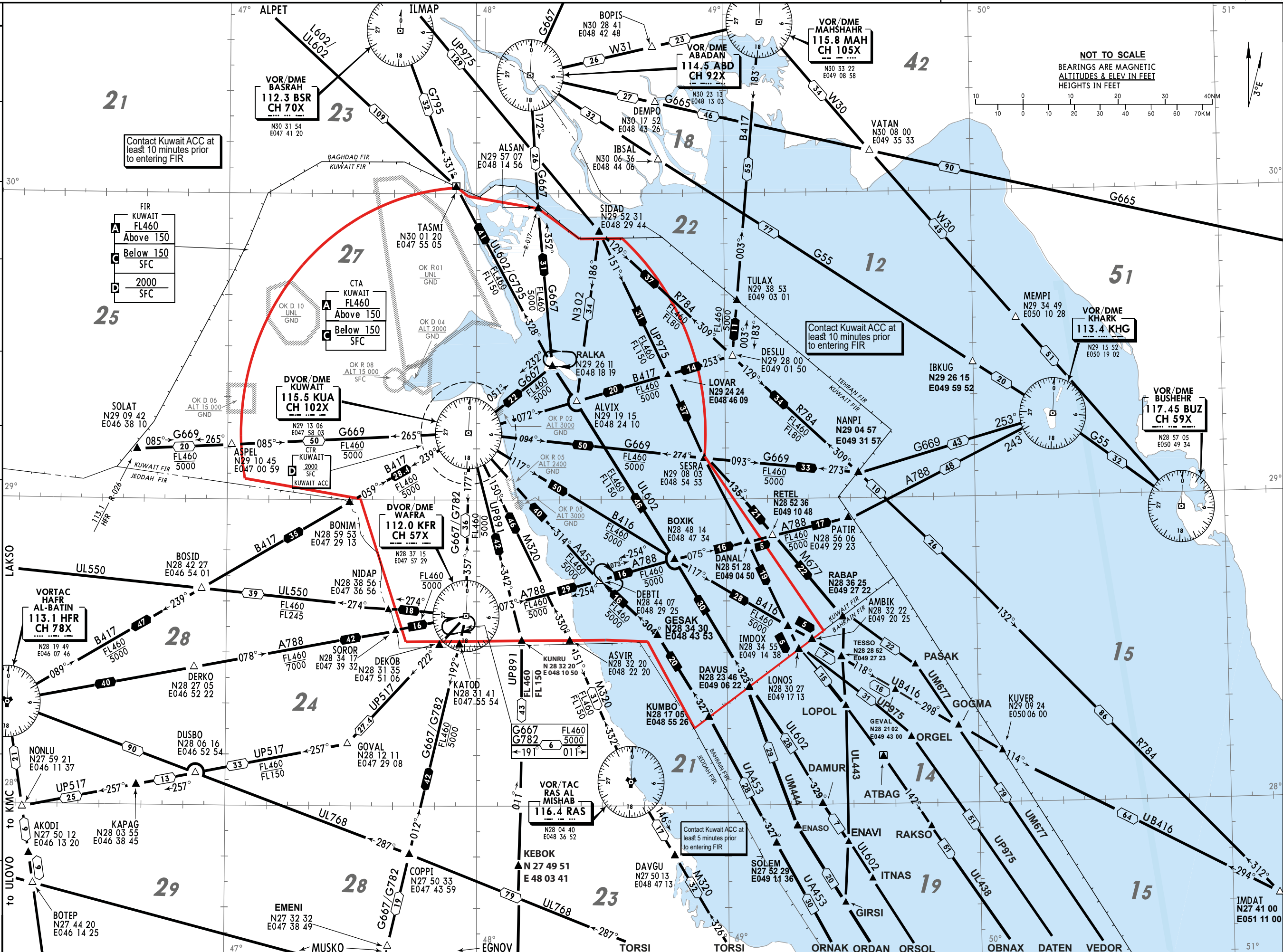
Example: 2900 feet **29**

Each 1° quadrilateral contains an area minimum altitude (AMA) which represents the lowest altitude which may be used under instrument meteorological conditions (IMC). The AMA provides a minimum clearance of 1000 feet above all obstacles in the quadrilateral. It is represented in thousands and tens of feet above mean sea level.

**Boundaries**

FLIGHT INFORMATION REGION (FIR) → **—**  
FIR/STATE BOUNDARY → **- - -**  
CONTROL ZONE (CTR) → **- - -**  
CONTROL AREA (CTA) → **—**

AMENDMENT: NEW CHART





ATC SURVEILLANCE MINIMUM  
ALTITUDE CHART - ICAO  
CHART - ICAO

WGS-84

AD ELEV  
204 FT

|                  |                 |       |               |         |
|------------------|-----------------|-------|---------------|---------|
| KUWAIT RADAR     | 125.3, EMERG    | 121.5 | KUWAIT ATIS   | 126.225 |
| KUWAIT APP RADAR | 121.3           |       | KUWAIT VOLMET | 126.625 |
| KUWAIT TOWER     | 118.3           |       |               |         |
| KUWAIT GROUND    | 121.7, VEHICLES | 121.9 |               |         |

KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
(OKBK)

In case of communication failure  
aircraft shall conform to the  
general procedures specified  
in Annex 10, Volume II.

BEARINGS ARE MAGNETIC  
ALTITUDES IN FEET

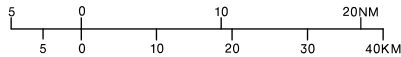
Example: 2900 feet **29**

Each 1° quadrilateral contains an eare minimum altitude  
(AMA) which represents the lowest altitude which may  
be used under instrument meteorological conditions (IMC).  
The AMA provides a minimum clearance of 1000 feet  
above all obstacles in the quadrilateral. It is represented  
in thousands and tens of feet above mean sea level.

Sector & min Altitude **2300'**



SCALE: 1 : 1 000 000



This chart may be used  
for cross-checking of altitudes  
assigned while under radar  
control.

SECTOR COORDINATES

|    |              |               |
|----|--------------|---------------|
| 1  | N29 15 02.00 | E046 42 11.00 |
| 2  | N29 43 18.83 | E047 00 23.94 |
| 3  | N29 51 08.78 | E047 04 55.71 |
| 4  | N29 56 27.79 | E047 07 37.77 |
| 5  | N30 00 01.00 | E047 09 20.00 |
| 6  | N30 06 12.99 | E047 22 17.00 |
| 7  | N30 06 12.99 | E047 42 28.00 |
| 8  | N29 59 24.00 | E048 00 42.00 |
| 9  | N30 01 45.00 | E048 04 33.99 |
| 10 | N30 01 19.99 | E048 09 51.99 |
| 11 | N29 51 08.99 | E048 24 59.99 |
| 12 | N29 51 20.99 | E048 45 02.99 |
| 13 | N29 13 10.99 | E049 40 03.00 |
| 14 | N29 00 10.63 | E049 27 05.06 |
| 15 | N28 44 11.00 | E049 40 03.00 |
| 16 | N28 34 04.18 | E049 23 13.27 |
| 17 | N28 15 00.00 | E048 52 00.00 |
| 18 | N28 32 09.99 | E048 40 59.99 |
| 19 | N28 32 11.00 | E047 43 03.00 |
| 20 | N28 42 01.39 | E047 39 05.61 |
| 21 | N29 00 11.00 | E047 32 03.00 |
| 22 | N29 01 20.07 | E047 21 24.74 |
| 23 | N29 06 03.99 | E046 33 19.00 |
| 24 | N29 11 18.48 | E046 38 24.63 |
| 25 | N29 14 06.09 | E047 13 07.49 |
| 26 | N29 16 36.35 | E047 16 22.90 |
| 27 | N29 26 43.62 | E047 29 51.43 |
| 28 | N29 27 23.96 | E047 37 08.86 |
| 29 | N29 26 40.02 | E047 41 26.77 |
| 30 | N29 06 25.48 | E047 53 12.87 |
| 31 | N28 42 20.98 | E047 47 22.49 |
| 32 | N28 41 23.49 | E047 47 22.49 |
| 33 | N28 41 52.22 | E048 06 09.04 |
| 34 | N28 32 21.73 | E048 07 19.29 |
| 35 | N28 31 41.37 | E047 47 22.48 |

AREA CHART - ICAO

AREA  
CHART - ICAO

WGS-84

AD ELEV  
204 FT

|                  |                 |       |               |         |
|------------------|-----------------|-------|---------------|---------|
| KUWAIT RADAR     | 125.3, EMERG    | 121.5 | KUWAIT ATIS   | 126.225 |
| KUWAIT APP RADAR | 121.3           |       | KUWAIT VOLMET | 126.625 |
| KUWAIT TOWER     | 118.3           |       |               |         |
| KUWAIT GROUND    | 121.7, VEHICLES | 121.9 |               |         |

KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
(OKBK)

Legend

Flight Information Region (FIR)

|                         |           |
|-------------------------|-----------|
| Name of FIR             | FIR       |
| Airspace Classification | KUWAIT    |
| Upper Limit             | FL460     |
| Lower Limit             | Above 150 |

Terminal Control Area (CTA)

|                         |           |
|-------------------------|-----------|
| Name of CTA             | CTA       |
| Airspace Classification | KUWAIT    |
| Upper Limit             | FL460     |
| Lower Limit             | Above 150 |

Control Zone (CTR)

|                         |            |
|-------------------------|------------|
| Name of CTR             | CTR        |
| Upper Limit             | KUWAIT     |
| Airspace Classification | 2000       |
| Lower Limit             | SFC        |
| Unit providing service  | KUWAIT ACC |

ATS Route

|                  |              |
|------------------|--------------|
| UPPER LIMIT      | FL460        |
| LOWER LIMIT      | FL5000       |
| ROUTE DESIGNATOR | G667<br>G782 |
| MAGNETIC TRACK   | 191°         |
| DISTANCE IN NM   | 011          |

Restricted Airspace  
(P-Prohibited, R-Restricted, D-Danger)

|                      |         |
|----------------------|---------|
| RESTRICTIVE AIRSPACE | OK D 10 |
| DESIGNATOR           | UNL     |
| UPPER LIMIT          | GND     |
| LOWER LIMIT          |         |

Reporting Points (REP)

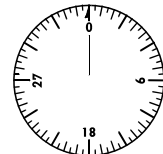
|            |   |
|------------|---|
| Compulsory | ▲ |
| On Request | △ |

ATS/MET Reporting Points (MRP)

|            |   |
|------------|---|
| Compulsory | ▲ |
| On Request | △ |

Navigational aids (Navaid)

Compass rose  
orientated on the chart  
to Magnetic North



Compass rose to be used  
in combination with:

- VOR
- VOR/DME
- TACAN
- VORTAC

Compass rose ID:

|                 |            |
|-----------------|------------|
| Type of Navaid  | VOR/DME    |
| Name of Navaid  | MAHSHAH    |
| Radio Frequency | 115.8 MAH  |
| Ident           | CH 105X    |
| Morse Code      | N30 33 22  |
| Co-ordinates    | E049 08 58 |

Area Minimum Altitude (AMA)

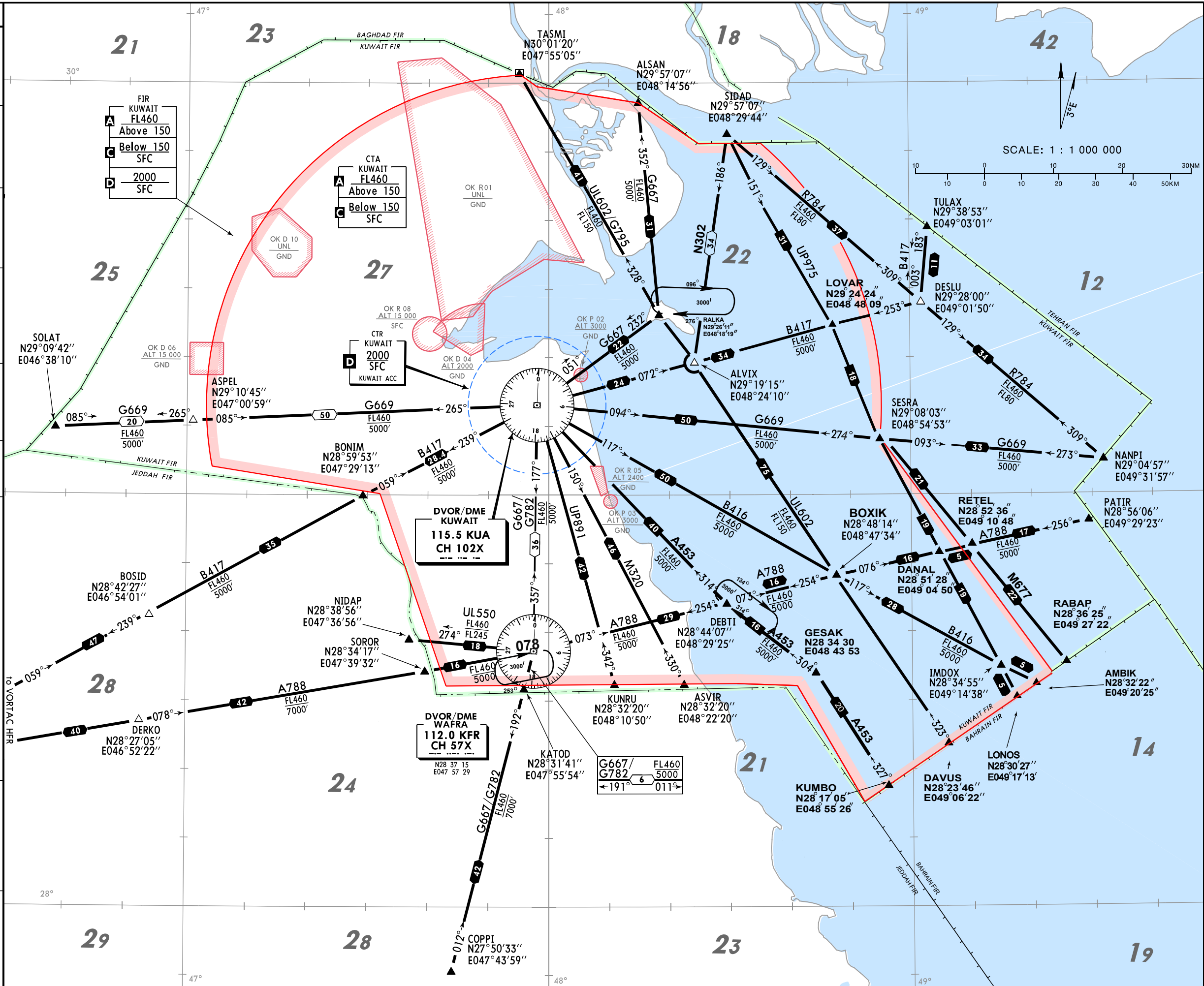
Example: 2900 feet

29

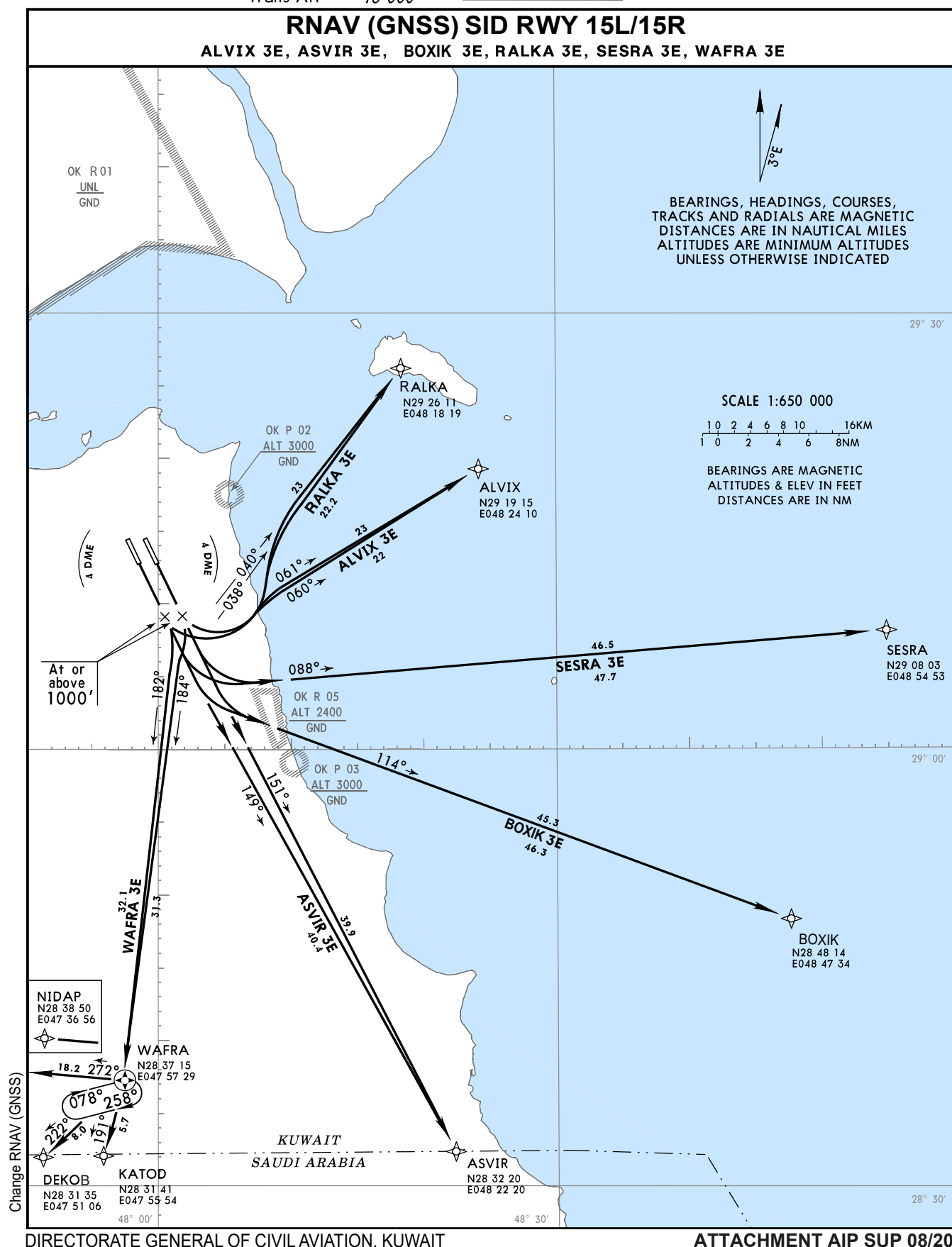
Each 1° quadrilateral contains an area minimum altitude (AMA) which represents the lowest altitude which may be used under instrument meteorological conditions (IMC). The AMA provides a minimum clearance of 1000 feet above all obstacles in the quadrilateral. It is represented in thousands and tens of feet above mean sea level.

Boundaries

|                                 |           |
|---------------------------------|-----------|
| FLIGHT INFORMATION REGION (FIR) | — — — — — |
| FIR/STATE BOUNDARY              | — — — — — |
| CONTROL ZONE (CTR)              | — — — — — |
| CONTROL AREA (CTA)              | — — — — — |



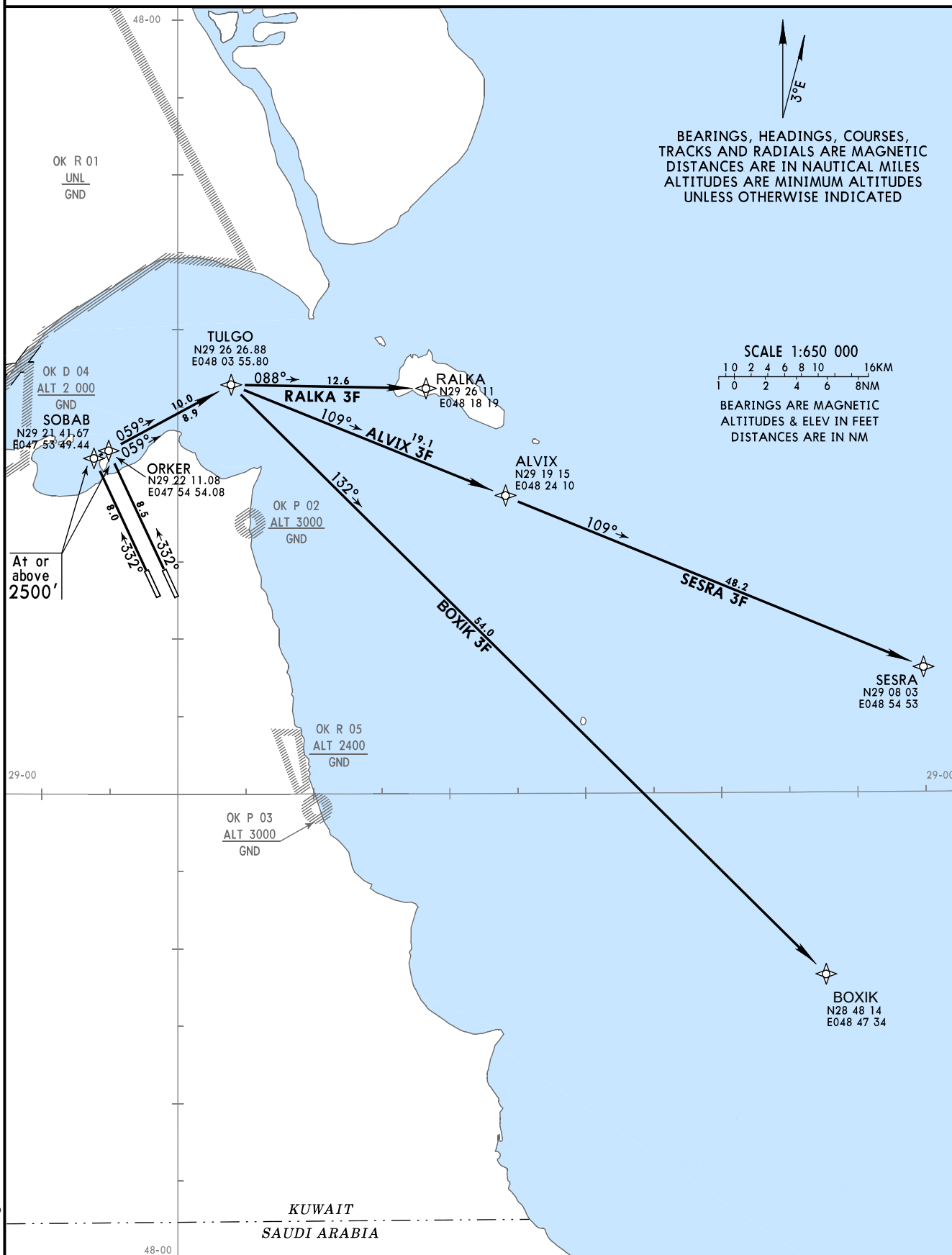
**KUWAIT/Kuwait Intl**  
**STATE OF KUWAIT**  
**RNAV (GNSS) SID RWY 15L/15R**



STANDARD  
INSTRUMENT  
DEPARTURE CHART (SID)-  
ICAOAD ELEV 204 FT  
VAR 3.00° E  
Trans Level FL 150  
Trans Alt 13 000APP 121.300  
TWR 118.300  
GMC 121.700  
ATIS 126.225KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
RNAV (GNSS) SID RWY 33L/R

## RNAV (GNSS) SID RWY 33L/33R DEPARTURE

ALVIX 3F, BOXIK 3F, RALKA 3F, SESRA 3F

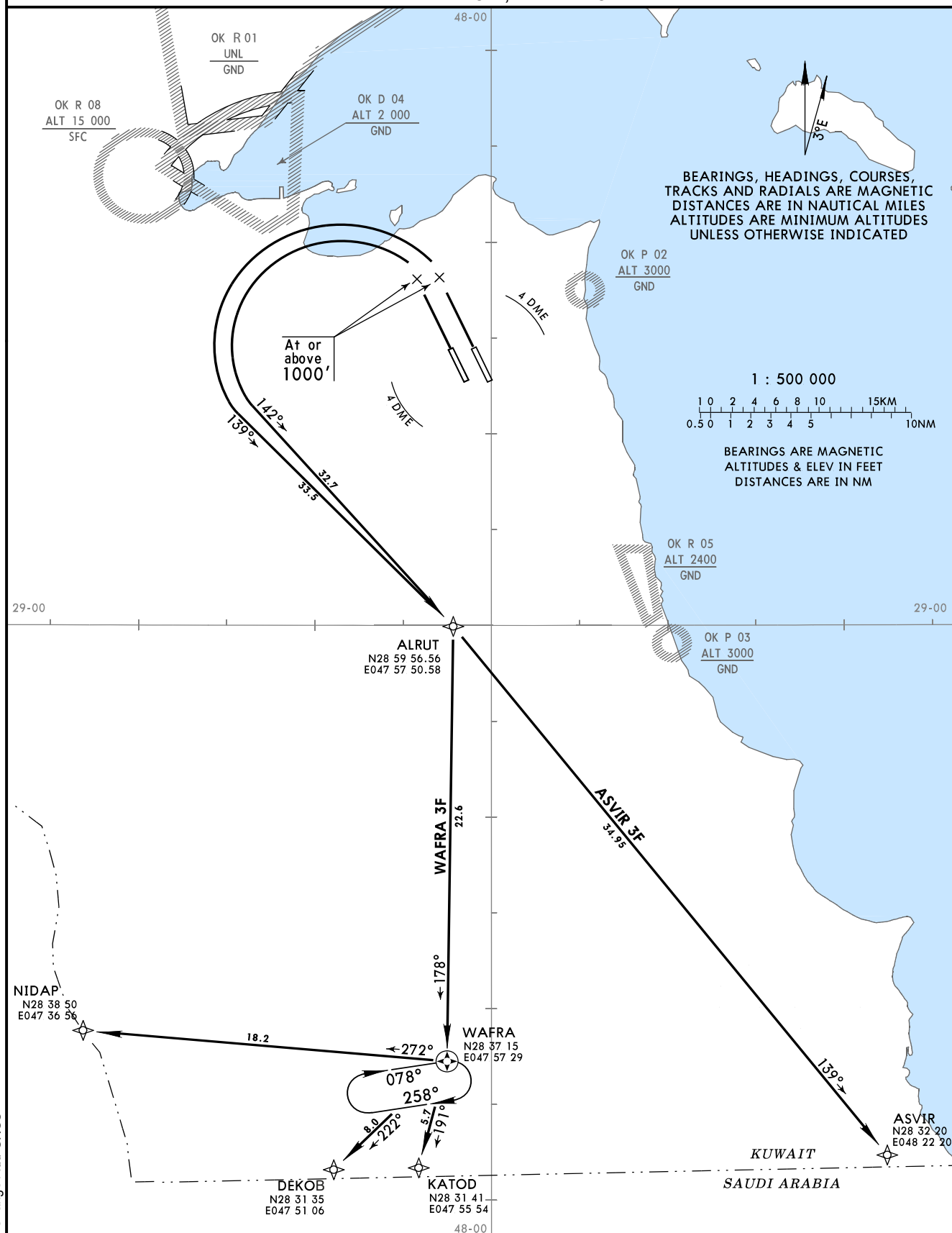


Change Add GNSS



**KUWAIT/Kuwait Intl**  
**STATE OF KUWAIT**  
**RNAV (GNSS)SID RWY 33L/R**  
*South Departure*

ASVIR 3F , WAFRA 3F

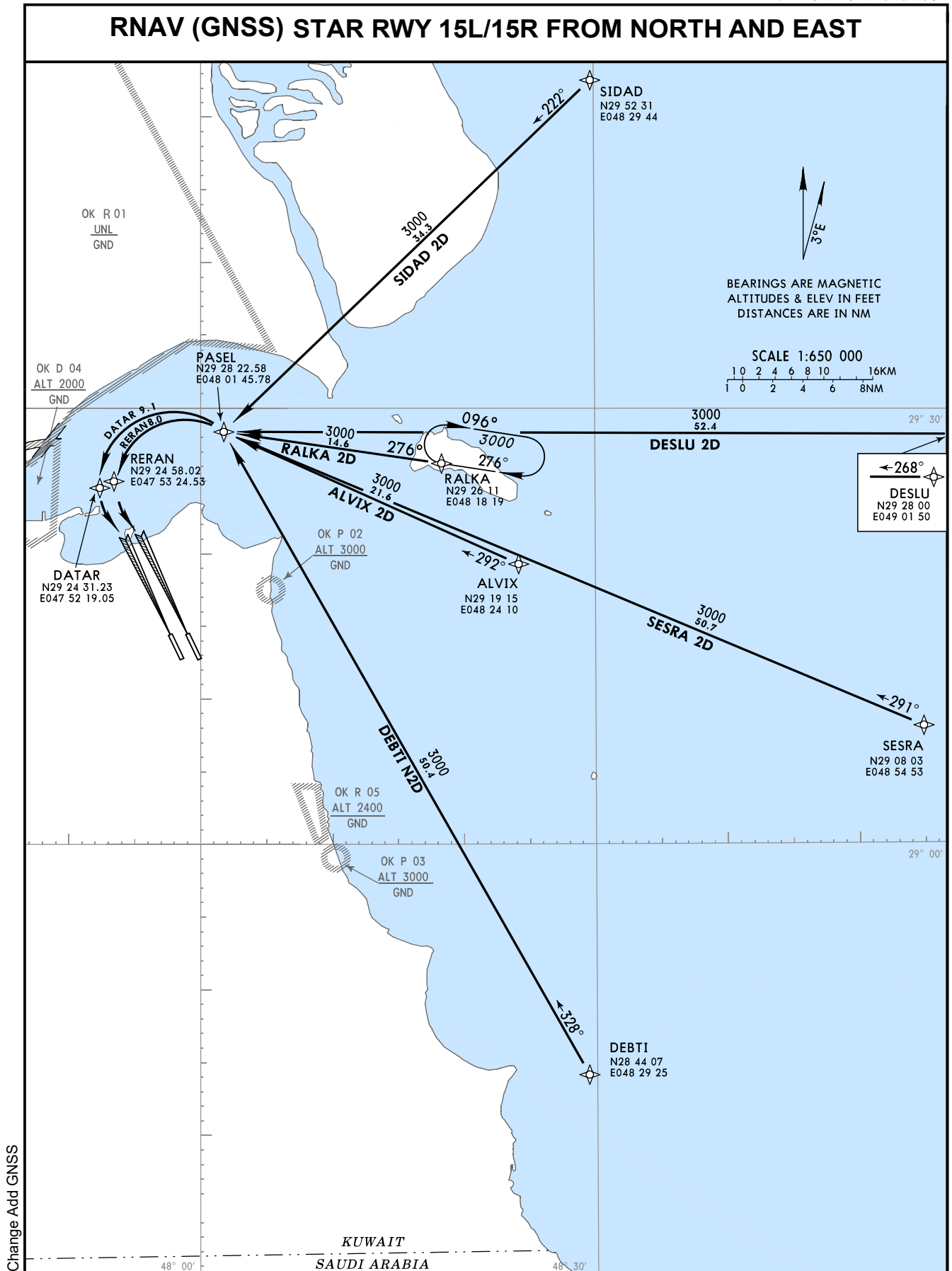


STANDARD  
ARRIVAL CHART-  
INSTRUMENT (STAR)-  
ICAOAD ELEV 204 FT  
VAR 3.00° E

|      |         |
|------|---------|
| APP  | 121.300 |
| TWR  | 118.300 |
| GMC  | 121.700 |
| ATIS | 126.225 |

KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
RNAV (GNSS) STARs RWY 15L/15R  
*Arrival from North and East*

## RNAV (GNSS) STAR RWY 15L/15R FROM NORTH AND EAST



**KUWAIT/Kuwait Intl**  
**STATE OF KUWAIT**  
**RNAV (GNSS) STARs RWY 15L/15R**  
*Arrival from West and South*



STANDARD  
ARRIVAL CHART-  
INSTRUMENT (STAR)-  
ICAO

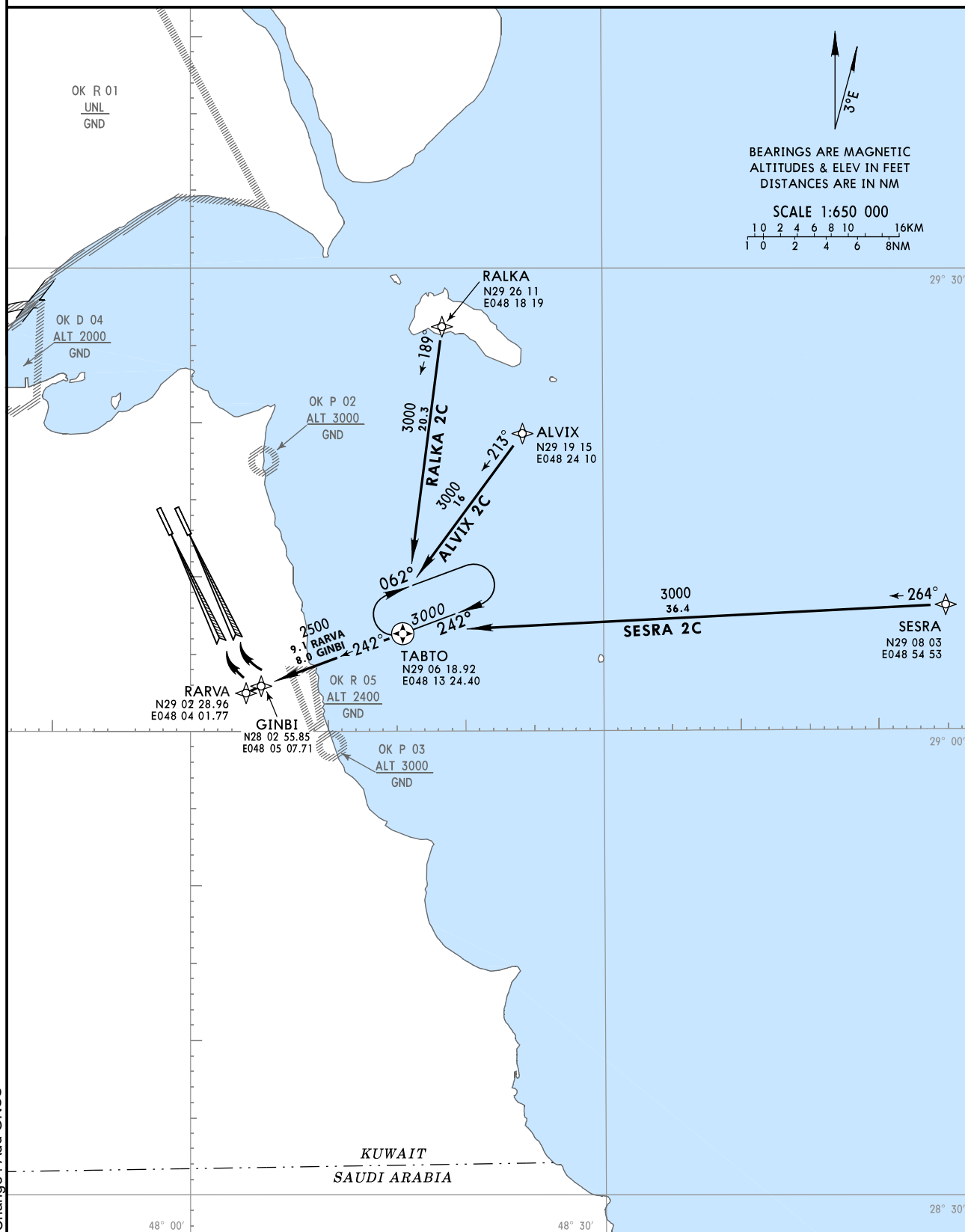
AD ELEV 204 FT

VAR 3.00° E

|      |         |
|------|---------|
| APP  | 121.300 |
| TWR  | 118.300 |
| GMC  | 121.700 |
| ATIS | 126.225 |

KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
RNAV (GNSS) STARs RWY 33L/33R  
*Arrival from North and East*

## RNAV (GNSS) STAR RWY 33L/33R FROM NORTH AND EAST



Change : Add GNSS

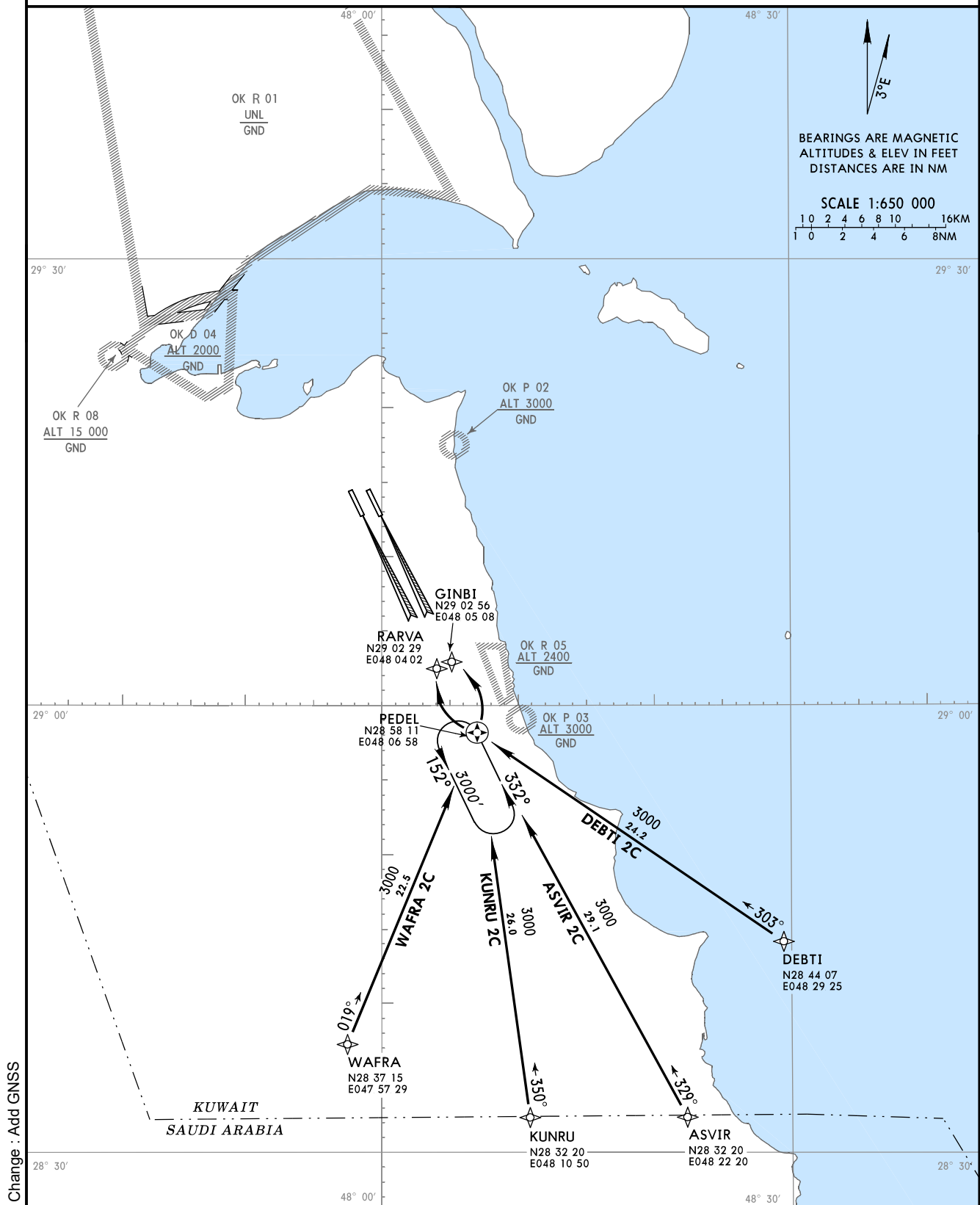


STANDARD  
ARRIVAL CHART-  
INSTRUMENT (STAR)-  
ICAOAD ELEV 204 FT  
VAR 3.00° E

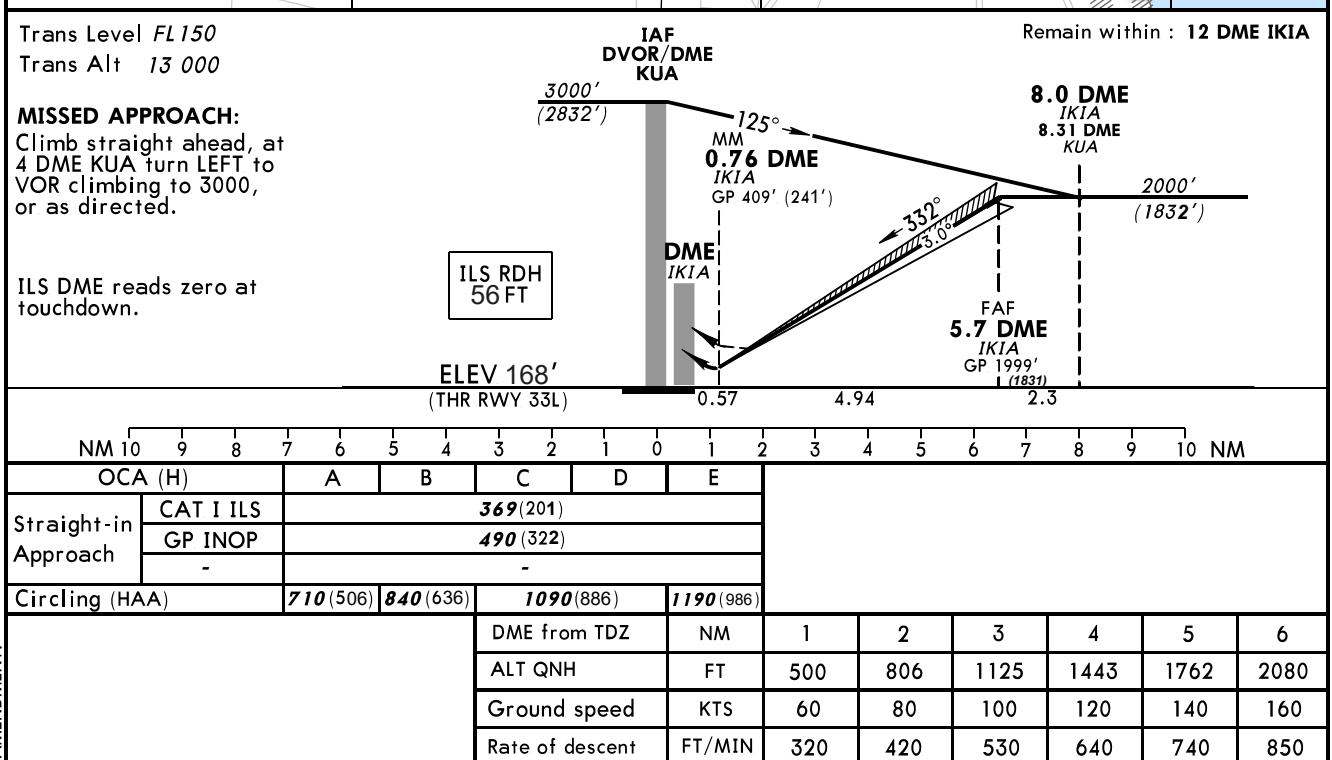
|      |         |
|------|---------|
| APP  | 121.300 |
| TWR  | 118.300 |
| GMC  | 121.700 |
| ATIS | 126.225 |

KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
RNAV (GNSS) STARs RWY 33L/33R  
*Arrival from West and South*

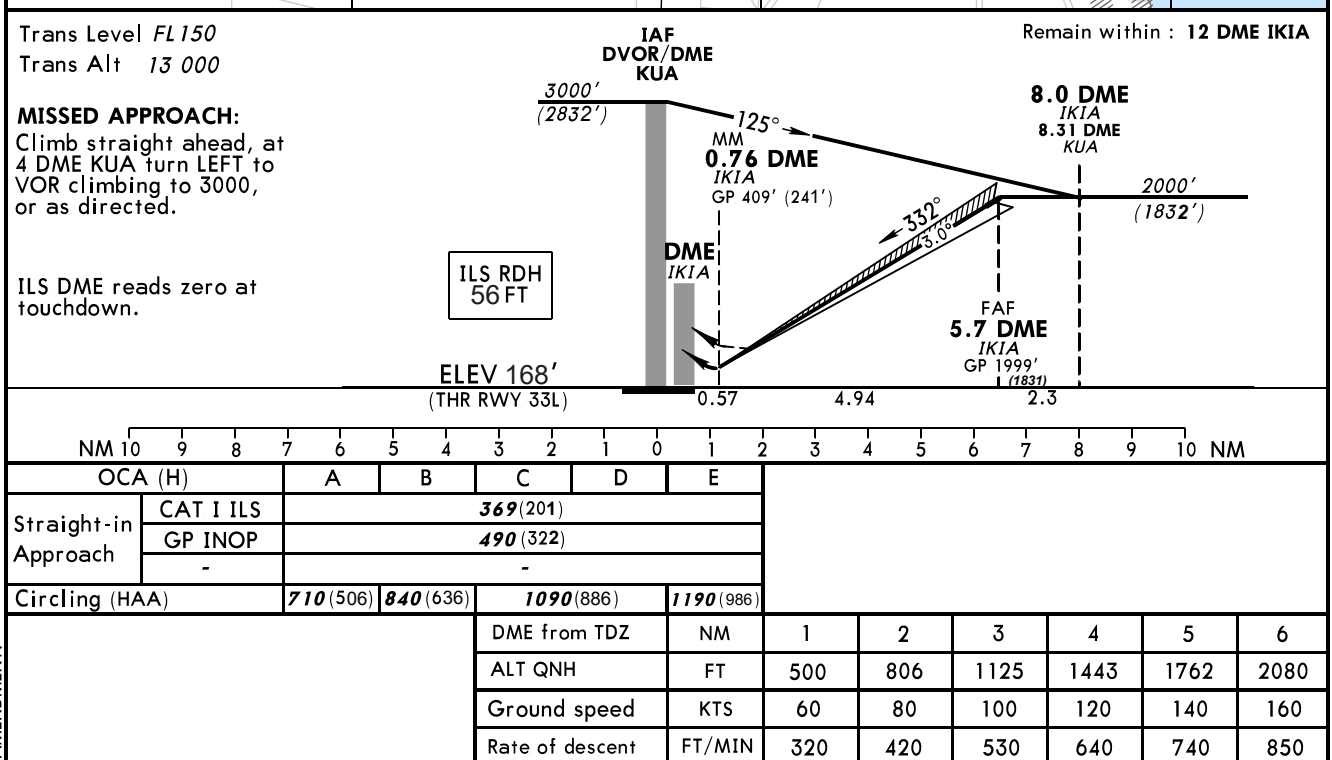
## RNAV (GNSS) STAR RWY33L/R ARRIVAL FROM WEST AND SOUTH



KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
CAT I ILS DMERWY 33L



KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
CAT I ILS DMERWY 33L

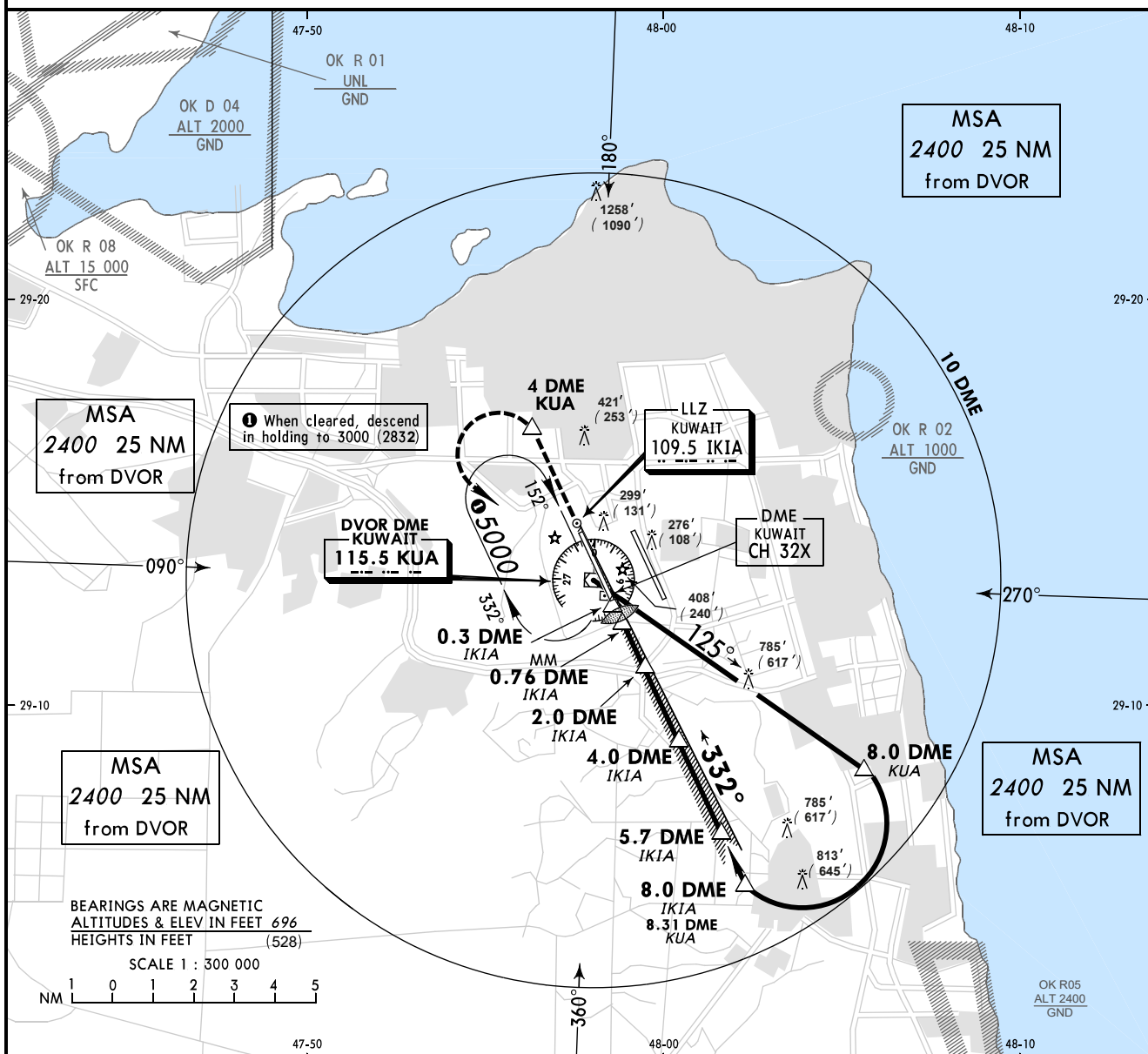


INSTRUMENT  
APPROACH  
CHART - ICAO

AD ELEV 204 FT

HEIGHTS RELATED TO  
THR RWY 33L ELEV 168 FT

VAR 3.00° E

APP 121.300  
TWR 118.300  
GMC 121.700  
ATIS 126.225KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
CAT II ILS DME RWY 33LTrans Level FL150  
Trans Alt 13 000

Remain within : 12 DME IKIA

**MISSED APPROACH:**  
Climb straight ahead, at  
4 DME KUA turn LEFT to  
VOR climbing to 3000,  
or as directed.ILS DME reads zero at  
touchdown.ILS RDH  
56 FTELEV 168'  
(THR RWY 33L)IAF  
DVOR/DME  
KUA3000  
(2832)DME  
IKID0.3 DME  
IKIARA 102  
DA (H) 269' (101')

MM

0.76 DME  
IKIA

GP 409' (241')

2.0 DME  
IKIA

GP 806' (638')

FAF

5.7 DME  
IKIA

GP 1999' (1831)

8.0 DME  
IKIA8.31 DME  
KUA2000  
(1832)4.0 DME  
IKIA

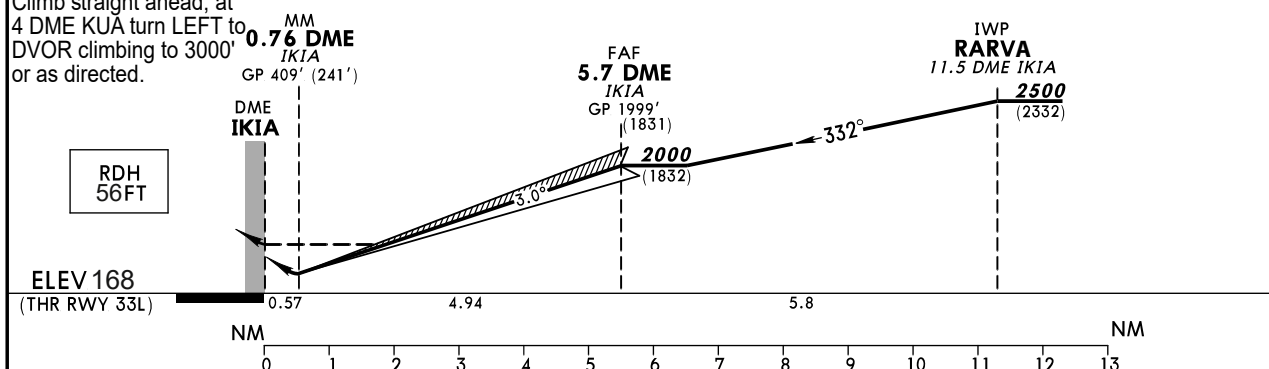
GP 1442' (1274')

| OCA (H)              |            | A                  | B | C      | D   | E   |      |      |      |      |  |  |  |
|----------------------|------------|--------------------|---|--------|-----|-----|------|------|------|------|--|--|--|
| Straight-in Approach | CAT II ILS | RA 102<br>269(101) |   |        |     |     |      |      |      |      |  |  |  |
|                      | GP INOP    | -                  |   |        |     |     |      |      |      |      |  |  |  |
| Circling (HAA)       |            | -                  |   |        |     |     |      |      |      |      |  |  |  |
|                      |            | DME from TDZ       |   | NM     | 1   | 2   | 3    | 4    | 5    | 6    |  |  |  |
|                      |            | ALT QNH            |   | FT     | 500 | 806 | 1125 | 1443 | 1762 | 2080 |  |  |  |
|                      |            | Ground speed       |   | KTS    | 60  | 80  | 100  | 120  | 140  | 160  |  |  |  |
|                      |            | Rate of descent    |   | FT/MIN | 320 | 420 | 530  | 640  | 740  | 850  |  |  |  |

AMENDMENT:



(continued)

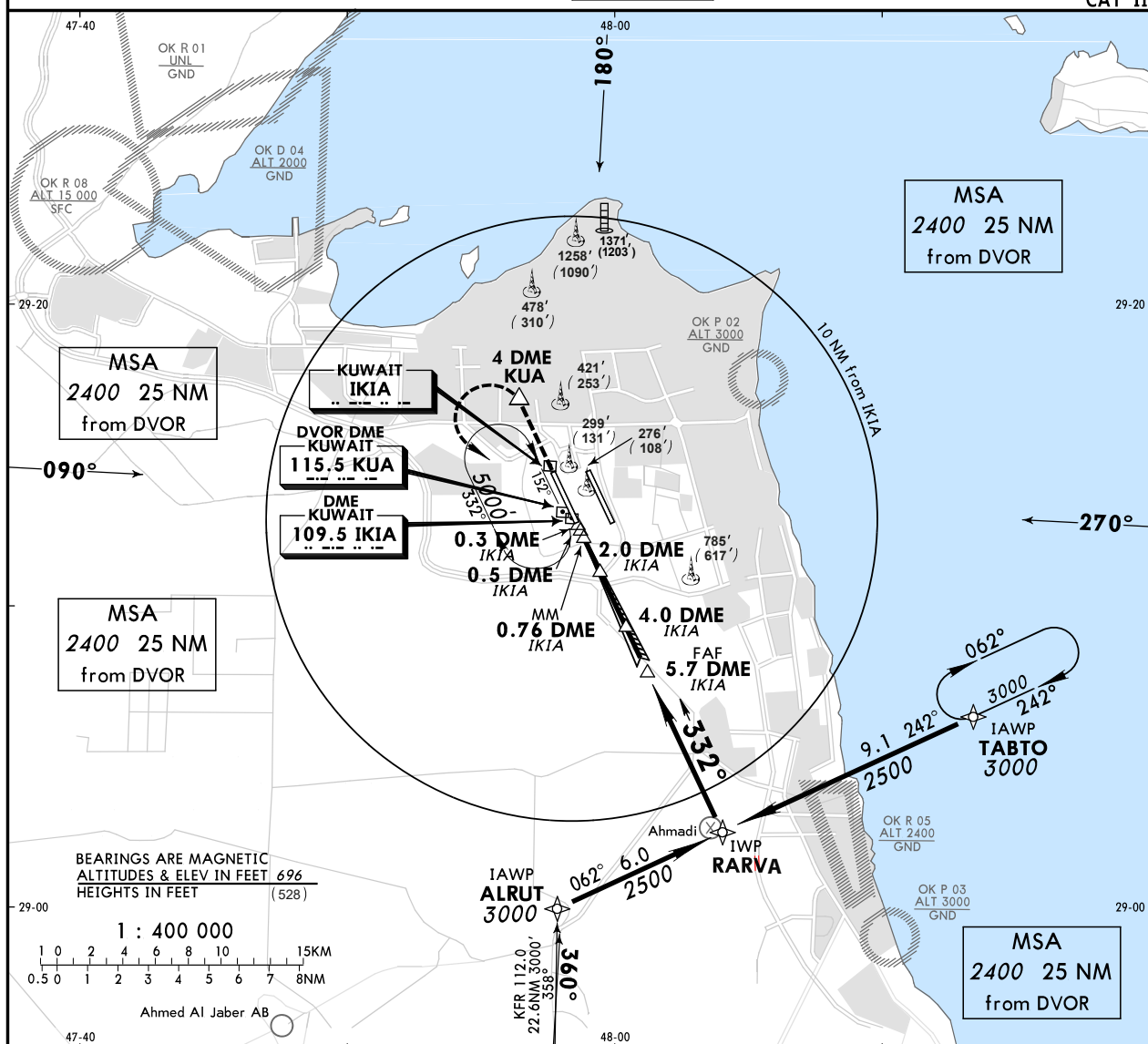
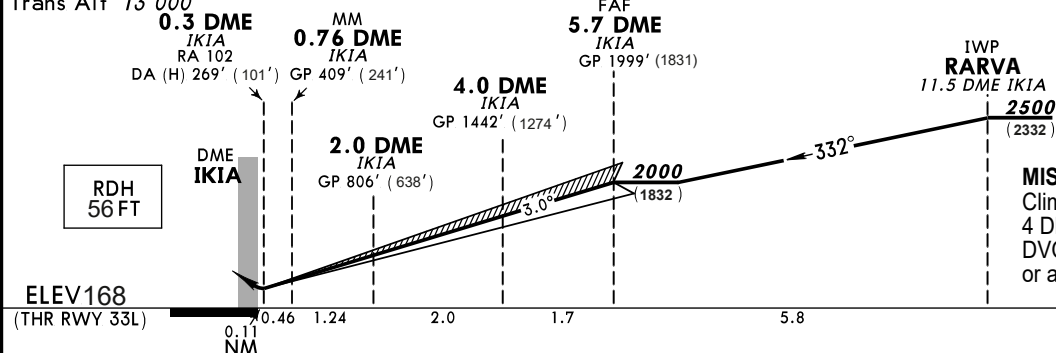


| ADVISORY INFORMATION ONLY        |        |     |     |      |      |      |      | STRAIGHT-IN APPROACH |        | A         | B       | C       | D       | E |
|----------------------------------|--------|-----|-----|------|------|------|------|----------------------|--------|-----------|---------|---------|---------|---|
| Ground speed                     | KTS    | 60  | 80  | 100  | 120  | 140  | 160  | CAT I ILS/DME        | OCA(H) | 369 (201) |         |         |         |   |
| DME from TDZ                     | NM     | 1   | 2   | 3    | 4    | 5    | 6    |                      |        |           |         |         |         |   |
| ALT QNH                          | FT     | 500 | 806 | 1125 | 1443 | 1762 | 2080 | GP INOP              | OCA(H) | 490 (322) |         |         |         |   |
| Rate of decent                   | ft/min | 320 | 420 | 530  | 640  | 740  | 850  |                      |        |           |         |         |         |   |
| WAYPOINTS                        |        |     |     |      |      |      |      | CIRCLING             |        | A         | B       | C       | D       | E |
| ALRUT N28 59 56.56 E047 57 50.58 |        |     |     |      |      |      |      |                      | OCA(H) | 710       | 840     | 1090    | 1190    |   |
| TABTO N29 06 18.92 E048 13 24.40 |        |     |     |      |      |      |      |                      |        | ( 506 )   | ( 636 ) | ( 886 ) | ( 986 ) |   |
| RARVA N29 02 28.96 E048 04 01.77 |        |     |     |      |      |      |      |                      |        |           |         |         |         |   |



INSTRUMENT  
APPROACH  
CHART - ICAOAD ELEV 204 FT  
HEIGHTS RELATED TO  
THR RWY 33L ELEV 168 FT

VAR 3° E

APP 121.300  
TWR 118.300  
GMC 121.700  
ATIS 126.225KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
RNAV ILS DME RWY 33L  
CAT IITrans Level FL 150  
Trans Alt 13 000

AMENDMENT: Waypoint (RARVA)

## ADVISORY INFORMATION ONLY

| Ground speed   | KTS    | 60  | 80  | 100  | 120  | 140  | 160  |
|----------------|--------|-----|-----|------|------|------|------|
| DME from TDZ   | NM     | 1   | 2   | 3    | 4    | 5    | 6    |
| ALT QNH        | FT     | 500 | 806 | 1125 | 1443 | 1762 | 2080 |
| Rate of decent | ft/min | 320 | 420 | 530  | 640  | 740  | 850  |

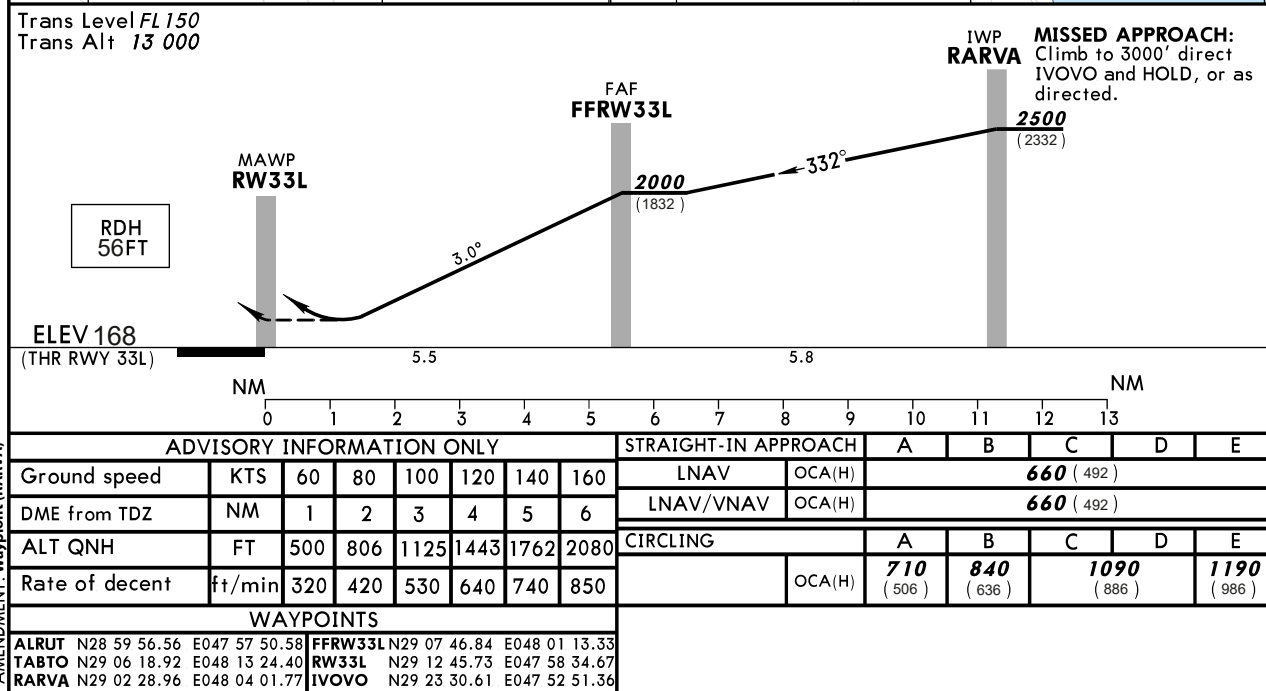
## WAYPOINTS

ALRUT N28 59 56.56 E047 57 50.58  
TABTO N29 06 18.92 E048 13 24.40  
RARVA N29 02 28.96 E048 04 01.77

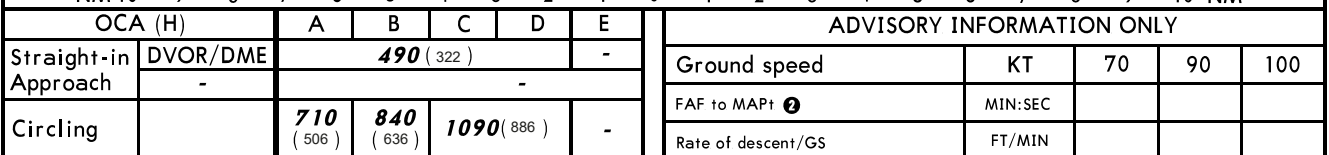
## STRAIGHT-IN APPROACH

| CAT II ILS/DME | OCA(H) | A | B | C                   | D | E |
|----------------|--------|---|---|---------------------|---|---|
|                |        |   |   | RA 102<br>269 (101) |   |   |

**KUWAIT/Kuwait Intl**  
**STATE OF KUWAIT**  
**RNAV RWY 33L**



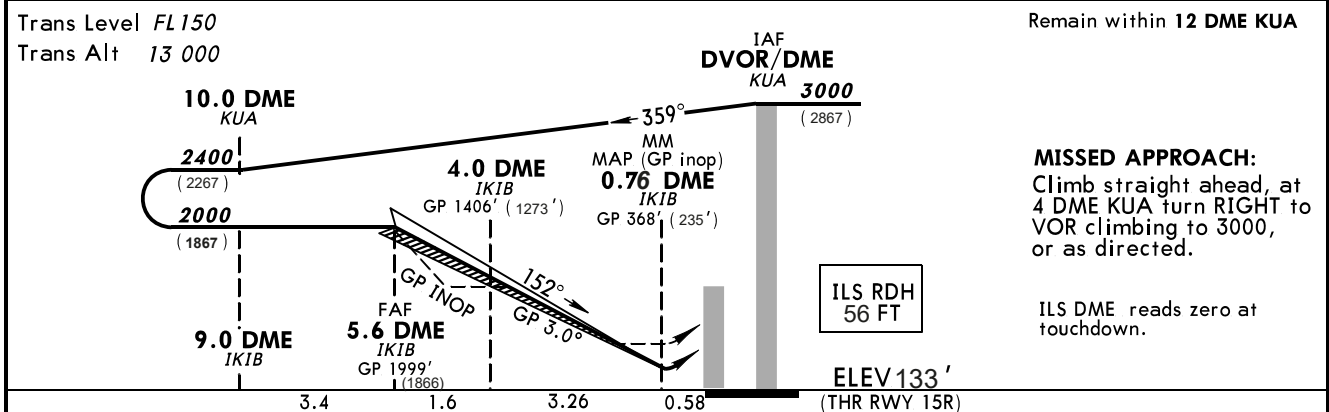
KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
DVOR/DME RWY 33L



ATTACHMENT AIP SUP 08/20

**KUWAIT/Kuwait Intl**  
**STATE OF KUWAIT**

**CAT I ILS DME RWY 15R**



| OCA (H)                                    |           | A         | B         | C               | D | E          |     |     |      |      |      |      |
|--------------------------------------------|-----------|-----------|-----------|-----------------|---|------------|-----|-----|------|------|------|------|
| Straight-in<br>Approach                    | CAT I ILS | 332 (199) |           |                 |   |            |     |     |      |      |      |      |
|                                            | GP INOP   | 440 (307) |           |                 |   |            |     |     |      |      |      |      |
|                                            | -         | -         | -         | -               | - | -          |     |     |      |      |      |      |
| Circling (HAA)                             |           | 710 (506) | 840 (636) | 1090 (886)      |   | 1190 (986) |     |     |      |      |      |      |
| * Timing not authorized for defining MAP t |           |           |           | DME from TDZ    |   | NM         | 1   | 2   | 3    | 4    | 5    | 6    |
|                                            |           |           |           | ALT QNH         |   | FT         | 451 | 770 | 1088 | 1406 | 1725 | 2043 |
|                                            |           |           |           | Ground speed    |   | KTS        | 60  | 80  | 100  | 120  | 140  | 160  |
|                                            |           |           |           | Rate of descent |   | FT/MIN     | 320 | 420 | 530  | 640  | 740  | 850  |

INSTRUMENT  
APPROACH  
CHART - ICAO

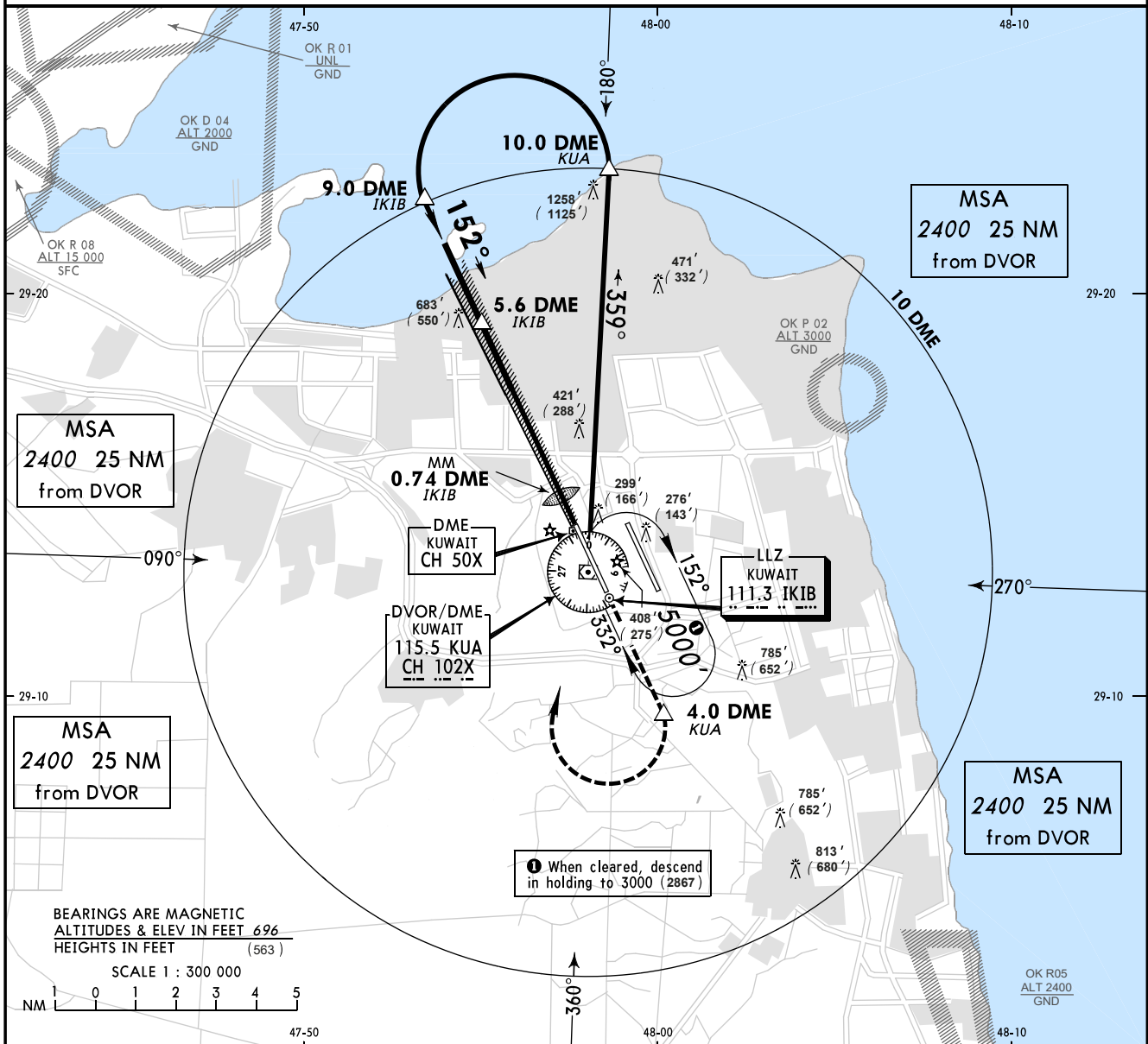
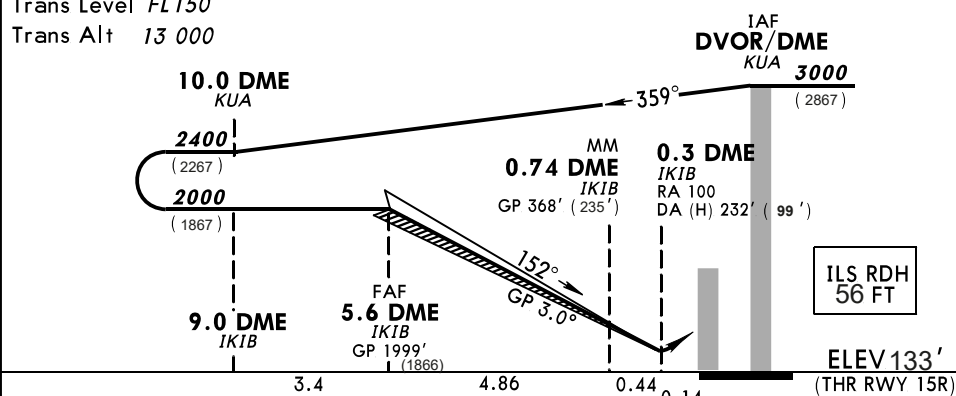
AD ELEV 204 FT

HEIGHTS RELATED TO  
THR RWY 15R ELEV 133 FT

VAR 3.00° E

APP 121.300  
TWR 118.300  
GMC 121.700  
ATIS 126.225KUWAIT/Kuwait Intl  
STATE OF KUWAIT

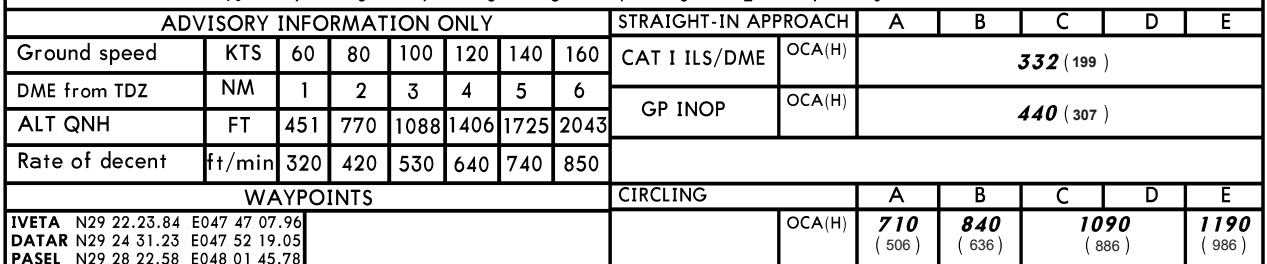
CAT II ILS DME RWY 15R

Trans Level FL 150  
Trans Alt 13 000

| OCA (H)              |                | A                  | B | C      | D   | E   |      |      |      |      |  |  |  |
|----------------------|----------------|--------------------|---|--------|-----|-----|------|------|------|------|--|--|--|
| Straight-in Approach | CAT II ILS     | RA 100<br>232 (99) |   |        |     |     |      |      |      |      |  |  |  |
|                      | GP INOP        | N/A                |   |        |     |     |      |      |      |      |  |  |  |
|                      | Circling (HAA) | N/A                |   |        |     |     |      |      |      |      |  |  |  |
|                      |                | DME from TDZ       |   | NM     | 1   | 2   | 3    | 4    | 5    | 6    |  |  |  |
|                      |                | ALT QNH            |   | FT     | 451 | 770 | 1088 | 1406 | 1725 | 2043 |  |  |  |
|                      |                | Ground speed       |   | KTS    | 60  | 80  | 100  | 120  | 140  | 160  |  |  |  |
|                      |                | Rate of descent    |   | FT/MIN | 320 | 420 | 530  | 640  | 740  | 850  |  |  |  |

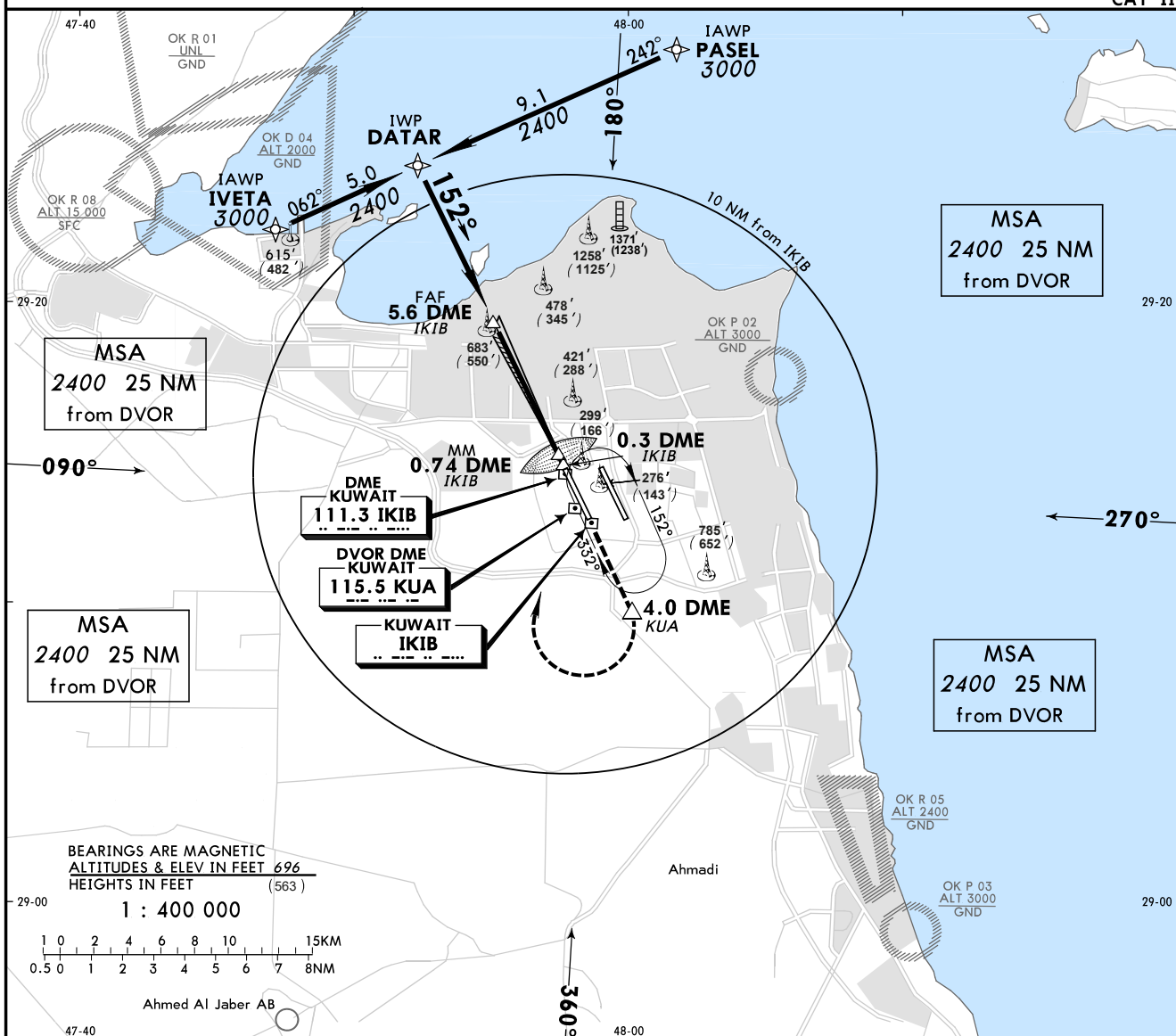
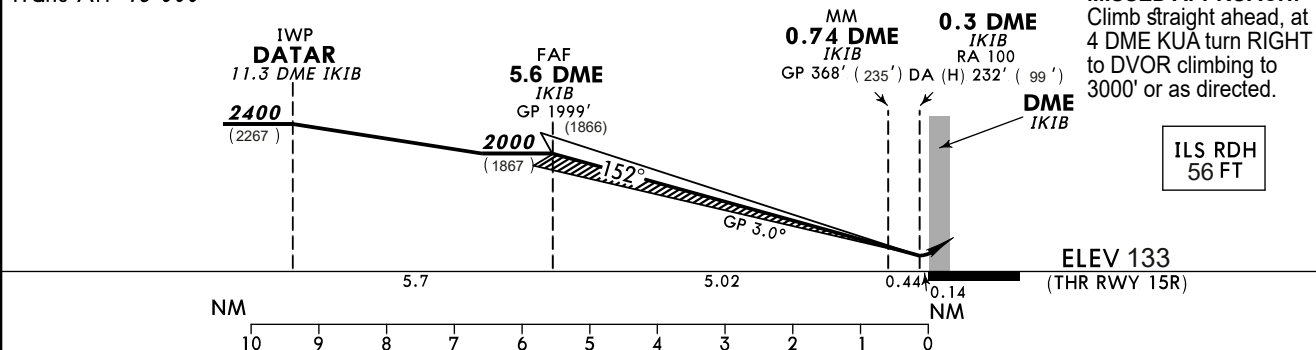


**KUWAIT/Kuwait Intl**  
**STATE OF KUWAIT**  
**RNAV ILS DME RWY 15R**  
**CAT I**



INSTRUMENT  
APPROACH  
CHART - ICAOAD ELEV 204 FT  
HEIGHTS RELATED TO  
THR RWY 15R ELEV 133 FT

VAR 3° E

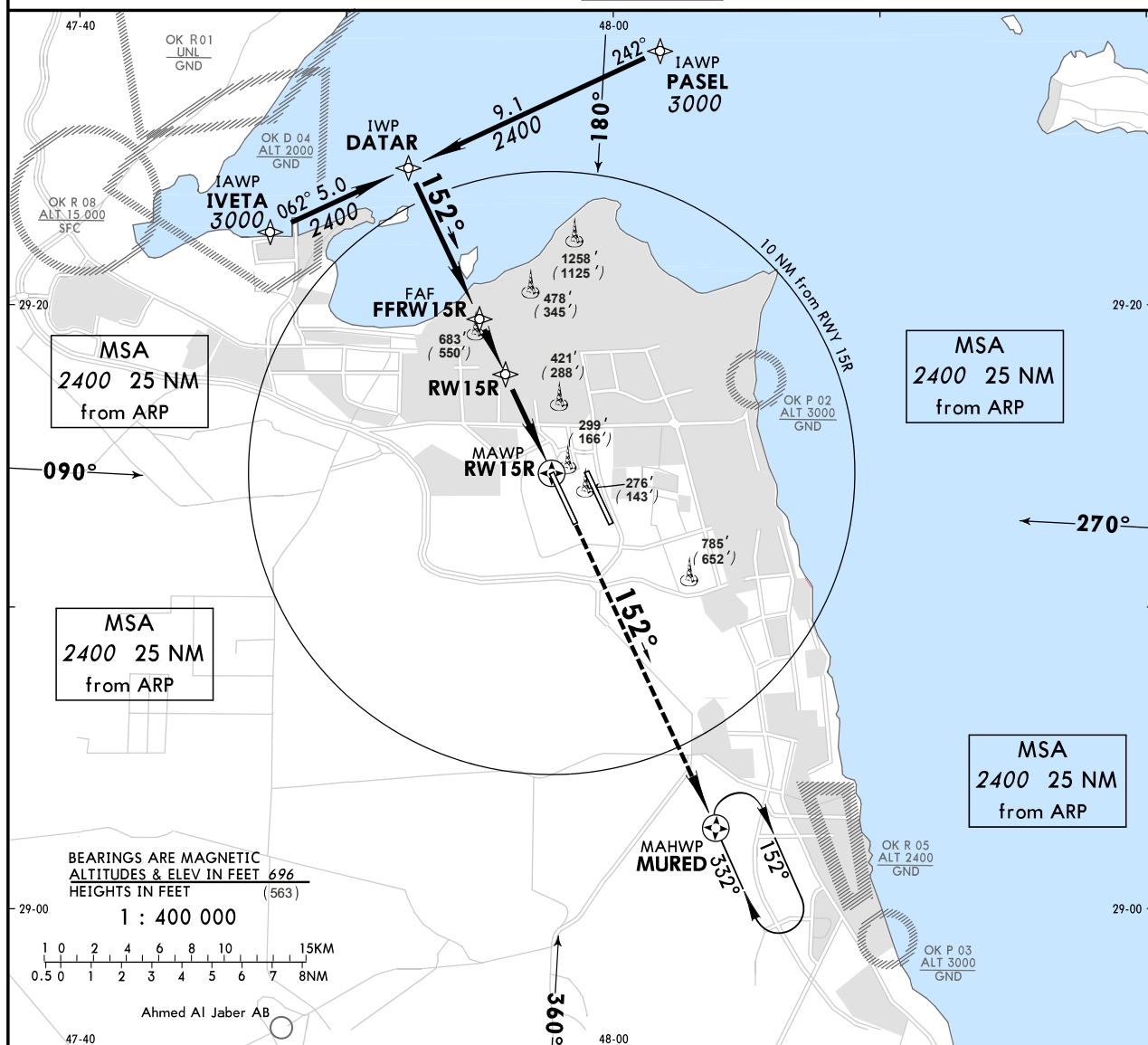
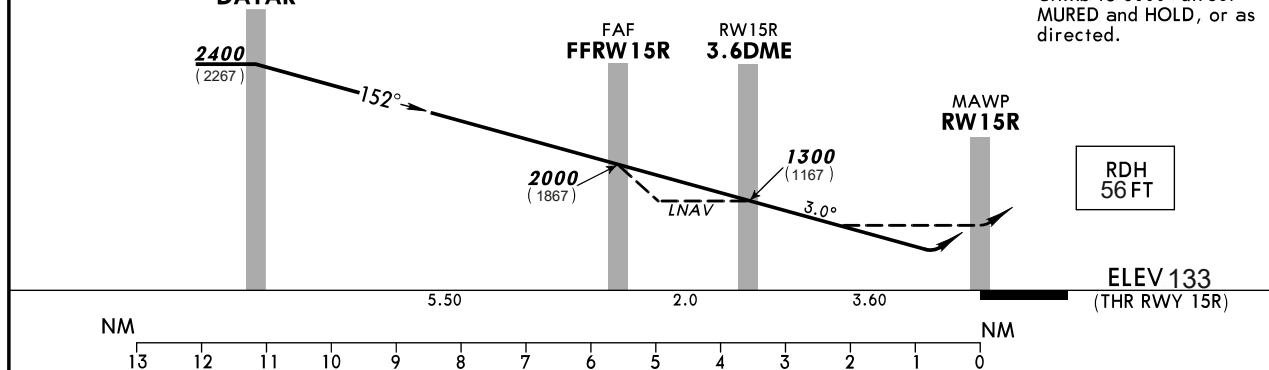
APP 121.300  
TWR 118.300  
GMC 121.700  
ATIS 126.225KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
RNAV ILS DME RWY 15R  
CAT IITrans Level FL 150  
Trans Alt 13 000

| ADVISORY INFORMATION ONLY        |        |     |     |      |      |      |      | STRAIGHT-IN APPROACH |        | A                           | B | C | D | E |
|----------------------------------|--------|-----|-----|------|------|------|------|----------------------|--------|-----------------------------|---|---|---|---|
| Ground speed                     | KTS    | 60  | 80  | 100  | 120  | 140  | 160  | CAT II ILS/DME       | OCA(H) | RA 100<br><b>232</b> ( 99 ) |   |   |   |   |
| DME from TDZ                     | NM     | 1   | 2   | 3    | 4    | 5    | 6    |                      |        |                             |   |   |   |   |
| ALT QNH                          | FT     | 451 | 770 | 1088 | 1406 | 1725 | 2043 |                      |        |                             |   |   |   |   |
| Rate of decent                   | ft/min | 320 | 420 | 530  | 640  | 740  | 850  |                      |        |                             |   |   |   |   |
| WAYPOINTS                        |        |     |     |      |      |      |      |                      |        |                             |   |   |   |   |
| IVETA N29 22.23.84 E047 47 07.96 |        |     |     |      |      |      |      |                      |        |                             |   |   |   |   |
| DATAR N29 24 51.23 E047 52 19.05 |        |     |     |      |      |      |      |                      |        |                             |   |   |   |   |
| PASEL N29 28 22.58 E048 01 45.78 |        |     |     |      |      |      |      |                      |        |                             |   |   |   |   |

AMENDMENT: New chart.

INSTRUMENT  
APPROACH  
CHART - ICAOAD ELEV 204 FT  
HEIGHTS RELATED TO  
THR RWY 15R ELEV 133 FT

VAR 3° E

APP 121.300  
TWR 118.300  
GMC 121.700  
ATIS 126.225KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
RNAV RWY 15RTrans Level FL150  
Trans Alt 13 000IWP  
DATAR**MISSED APPROACH:**  
Climb to 3000' direct  
MURED and HOLD, or as  
directed.

| ADVISORY INFORMATION ONLY        |        |                                 |     |      |      |      |      | STRAIGHT-IN APPROACH |        | A              | B              | C               | D | E               |
|----------------------------------|--------|---------------------------------|-----|------|------|------|------|----------------------|--------|----------------|----------------|-----------------|---|-----------------|
| Ground speed                     | KTS    | 60                              | 80  | 100  | 120  | 140  | 160  | LNAV                 | OCA(H) | 550 ( 417 )    |                |                 |   |                 |
| DME from TDZ                     | NM     | 1                               | 2   | 3    | 4    | 5    | 6    | LNAV/VNAV            | OCA(H) | 390 ( 257 )    |                |                 |   |                 |
| ALT QNH                          | FT     | 451                             | 770 | 1088 | 1406 | 1725 | 2043 | CIRCLING             |        | A              | B              | C               | D | E               |
| Rate of decent                   | ft/min | 320                             | 420 | 530  | 640  | 740  | 850  |                      | OCA(H) | 710<br>( 506 ) | 840<br>( 636 ) | 1090<br>( 886 ) |   | 1190<br>( 986 ) |
| WAYPOINTS                        |        |                                 |     |      |      |      |      |                      |        |                |                |                 |   |                 |
| PASEL N29 28 22.58 E048 01 45.78 |        | MAWP N29 14 25.87 E047 57 41.45 |     |      |      |      |      |                      |        |                |                |                 |   |                 |
| IVETA N29 22 23.84 E047 47 07.96 |        | MURED N29 03 33.1 E048 03 42.0  |     |      |      |      |      |                      |        |                |                |                 |   |                 |
| DATAR N29 24 31.23 E047 52 19.05 |        |                                 |     |      |      |      |      |                      |        |                |                |                 |   |                 |
| FFR15RN29 19 31.47 E047 54 58.84 |        |                                 |     |      |      |      |      |                      |        |                |                |                 |   |                 |

AMENDMENT: New chart.

INSTRUMENT  
APPROACH  
CHART - ICAO

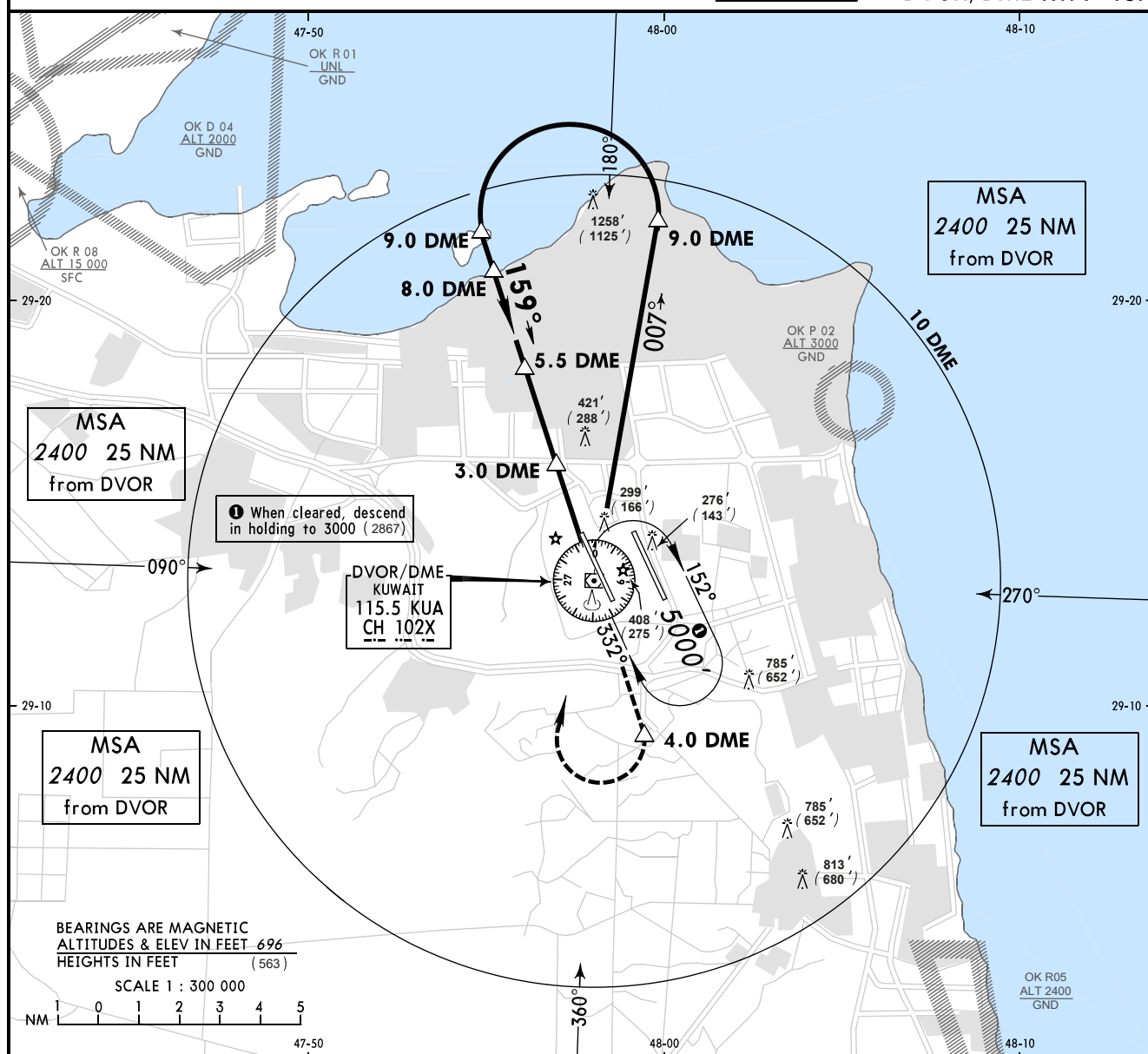
AD ELEV 204 FT

HEIGHTS RELATED TO  
THR RWY 15R ELEV 133 FT

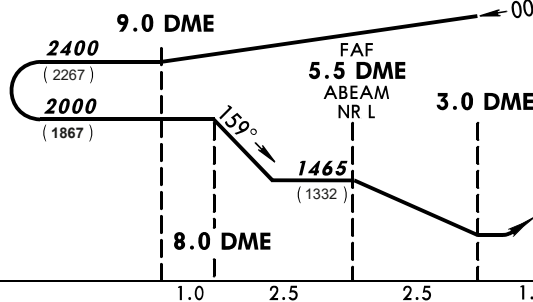
VAR 3.00° E

APP 121.300  
TWR 118.300  
GMC 121.700  
ATIS 126.225KUWAIT/Kuwait Intl  
STATE OF KUWAIT

DVOR/DME RWY 15R

Trans Level FL 150  
Trans Alt 13 000IAF  
DVOR/DME  
KUA  
3000  
(2867)

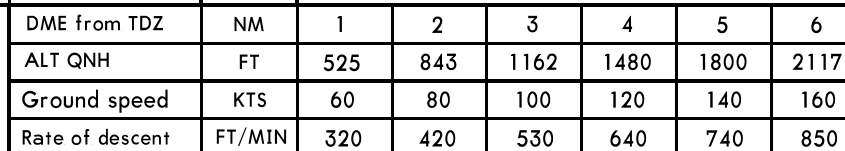
Remain within 12 DME KUA

ELEV 133'  
(THR RWY 15R)**MISSED APPROACH:**  
Climb straight ahead, at  
4 DME KUA turn RIGHT to  
VOR climbing to 3000,  
or as directed.

| OCA (H)              |          | A         | B         | C          | D          | E | ADVISORY INFORMATION ONLY |         |    |    |     |
|----------------------|----------|-----------|-----------|------------|------------|---|---------------------------|---------|----|----|-----|
| Straight-in Approach | DVOR/DME | 600 (467) |           |            |            | - | Ground speed              | KT      | 70 | 90 | 100 |
|                      | -        | -         |           |            |            | - | FAF to MAPt ②             | MIN:SEC |    |    |     |
| Circling             |          | 710 (506) | 840 (636) | 1090 (886) | 1190 (986) |   | Rate of descent/GS 5.2%   | FT/MIN  |    |    |     |
|                      |          |           |           |            |            |   |                           |         |    |    |     |

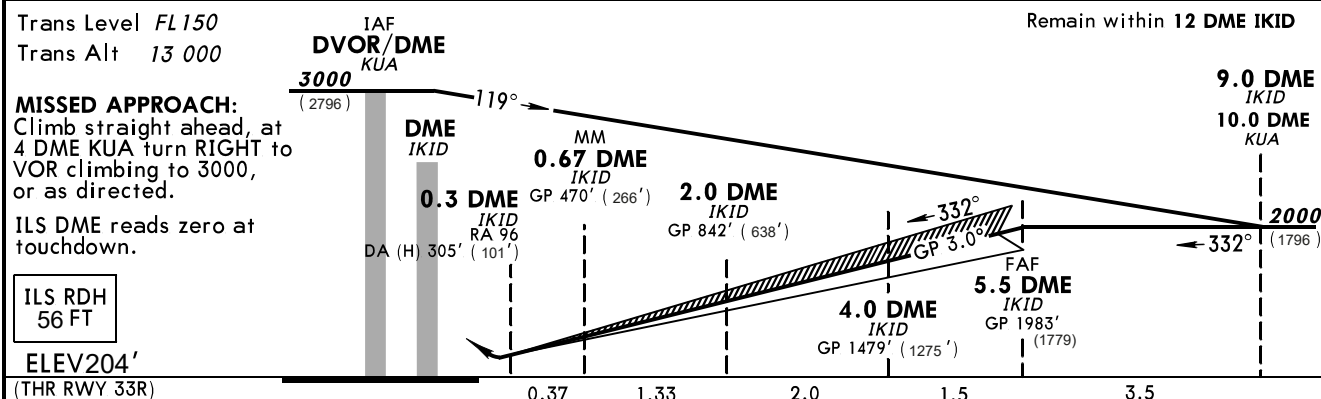
② Timing not authorized for defining MAPt

**KUWAIT/Kuwait Intl**  
**STATE OF KUWAIT**  
**CAT I ILS DME RWY 33R**



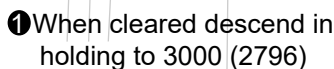


**KUWAIT/Kuwait Intl**  
**STATE OF KUWAIT**  
**CAT II ILS DME RWY 33R**



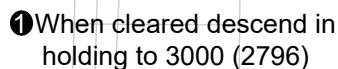
|                      |            |                             |   |                 |        |     |     |      |      |      |      |
|----------------------|------------|-----------------------------|---|-----------------|--------|-----|-----|------|------|------|------|
| OCA (H)              |            | A                           | B | C               | D      | E   |     |      |      |      |      |
| Straight-in Approach | CAT II ILS | RA 96<br><b>305</b> ( 101 ) |   |                 |        |     |     |      |      |      |      |
|                      | GP INOP    | -                           |   |                 |        |     |     |      |      |      |      |
| Circling (HAA)       |            | -                           |   |                 |        |     |     |      |      |      |      |
|                      |            |                             |   | DME from TDZ    | NM     | 1   | 2   | 3    | 4    | 5    | 6    |
|                      |            |                             |   | ALT QNH         | FT     | 525 | 843 | 1162 | 1480 | 1800 | 2117 |
|                      |            |                             |   | Ground speed    | KTS    | 60  | 80  | 100  | 120  | 140  | 160  |
|                      |            |                             |   | Rate of descent | FT/MIN | 320 | 420 | 530  | 640  | 740  | 850  |

**KUWAIT/Kuwait Intl**  
**STATE OF KUWAIT**  
**RNAV ILS DME RWY 33R**  
**CAT I**



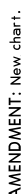
| ADVISORY INFORMATION ONLY |              |               |     |      |      |      |      | STRAIGHT-IN APPROACH |                       | A                     | B                      | C                      | D | E |
|---------------------------|--------------|---------------|-----|------|------|------|------|----------------------|-----------------------|-----------------------|------------------------|------------------------|---|---|
| Ground speed              | KTS          | 60            | 80  | 100  | 120  | 140  | 160  | CAT I ILS/DME        | OCA(H)                | <b>405</b> ( 201 )    |                        |                        |   |   |
| DME from TDZ              | NM           | 1             | 2   | 3    | 4    | 5    | 6    | GP INOP              | OCA(H)                | <b>500</b> ( 296 )    |                        |                        |   |   |
| ALT QNH                   | FT           | 525           | 843 | 1162 | 1480 | 1800 | 2117 |                      |                       |                       |                        |                        |   |   |
| Rate of decent            | ft/min       | 320           | 420 | 530  | 640  | 740  | 850  |                      |                       |                       |                        |                        |   |   |
| WAYPOINTS                 |              |               |     |      |      |      |      | CIRCLING             |                       | A                     | B                      | C                      | D | E |
| ALRUT                     | N28 59 56.56 | E047 57 50.58 |     |      |      |      |      | OCA(H)               | <b>710</b><br>( 506 ) | <b>840</b><br>( 636 ) | <b>1090</b><br>( 886 ) | <b>1190</b><br>( 986 ) |   |   |
| TABTO                     | N29 06 18.92 | E048 13 24.40 |     |      |      |      |      |                      |                       |                       |                        |                        |   |   |
| GINBI                     | N29 02 55.95 | E048 05 07.71 |     |      |      |      |      |                      |                       |                       |                        |                        |   |   |

KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
RNAV ILS DME RWY 33R  
CAT II



**MISSED APPROACH:**  
Climb straight ahead, at  
4 DME KUA turn RIGHT  
to DVOR climbing to  
3000' or as directed.

| ADVISORY INFORMATION ONLY |        |     |     |      |      |      |      | STRAIGHT-IN APPROACH             |        | A                           | B | C | D | E |
|---------------------------|--------|-----|-----|------|------|------|------|----------------------------------|--------|-----------------------------|---|---|---|---|
| Ground speed              | KTS    | 60  | 80  | 100  | 120  | 140  | 160  | CAT II ILS/DME                   | OCA(H) | RA 96<br><b>305</b> ( 101 ) |   |   |   |   |
| DME from TDZ              | NM     | 1   | 2   | 3    | 4    | 5    | 6    |                                  |        | WAYPOINTS                   |   |   |   |   |
| ALT QNH                   | FT     | 525 | 843 | 1162 | 1480 | 1800 | 2117 | ALRUT N28 59 56.56 E047 57 50.58 |        |                             |   |   |   |   |
| Rate of decent            | ft/min | 320 | 420 | 530  | 640  | 740  | 850  | TABTO N29 06 18.92 E048 13 24.40 |        |                             |   |   |   |   |
|                           |        |     |     |      |      |      |      | GINBI N29 02 55.95 E048 05 07.71 |        |                             |   |   |   |   |



Trans Level **FL 150**  
Trans Alt **13 000**

RDH  
56 FT

**MISSED APPROACH:**  
Climb to 3000' direct  
SIVAL and HOLD, or as  
directed.

**ELEV 204**  
'THR RWY 33R'

**ADVISORY INFORMATION ONLY**

| Ground speed    | KTS    | 60  | 80  | 100  | 120  | 140  | 160  |
|-----------------|--------|-----|-----|------|------|------|------|
| DME from TDZ    | NM     | 1   | 2   | 3    | 4    | 5    | 6    |
| ALT QNH         | FT     | 525 | 843 | 1162 | 1480 | 1800 | 2117 |
| Rate of descent | ft/min | 320 | 420 | 530  | 640  | 740  | 850  |

**WAYPOINTS**

|       |              |               |         |              |               |
|-------|--------------|---------------|---------|--------------|---------------|
| ALRUT | N28 59 56.56 | E047 57 50.58 | FFRW33R | N29 07 54.30 | E048 02 29.31 |
| TABTO | N29 06 18.92 | E048 13 24.40 | RW33R   | N29 12 45.35 | E047 59 54.92 |
| GINBI | N29 02 55.95 | E048 05 07.71 | SIVAL   | N29 23 33.51 | E047 54 10.96 |

**STRAIGHT-IN APPROACH**

|           | A      | B                  | C | D | E |
|-----------|--------|--------------------|---|---|---|
| LNAV      | OCA(H) | <b>580</b> ( 376 ) |   |   |   |
| LNAV/VNAV | OCA(H) | <b>460</b> ( 256 ) |   |   |   |

**CIRCLING**

|  | A      | B                     | C                     | D                      | E                      |
|--|--------|-----------------------|-----------------------|------------------------|------------------------|
|  | OCA(H) | <b>710</b><br>( 506 ) | <b>840</b><br>( 636 ) | <b>1090</b><br>( 886 ) | <b>1190</b><br>( 986 ) |

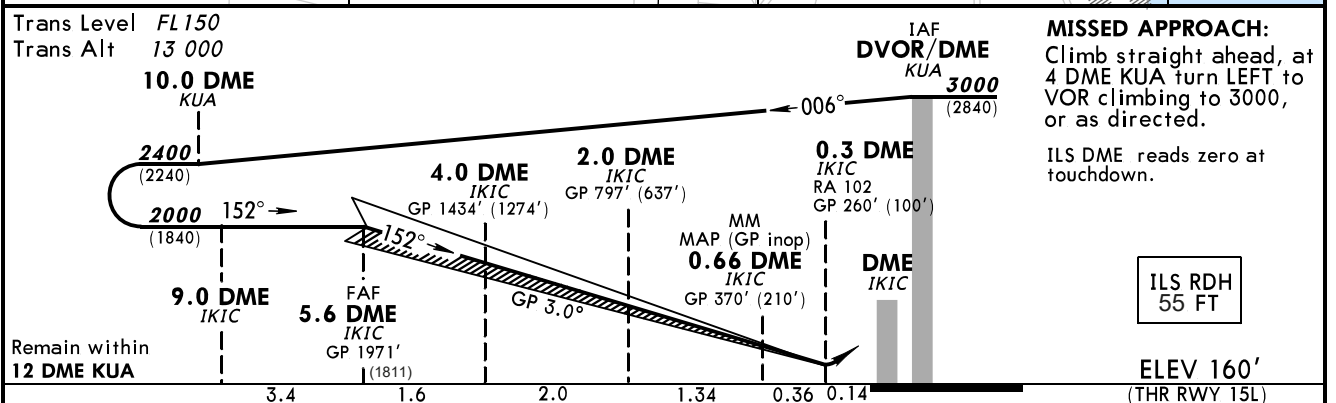


**KUWAIT/Kuwait Intl**  
**STATE OF KUWAIT**  
**CAT I ILS DME RWY 15L**

ATTACHMENT AIP SUP 08/20



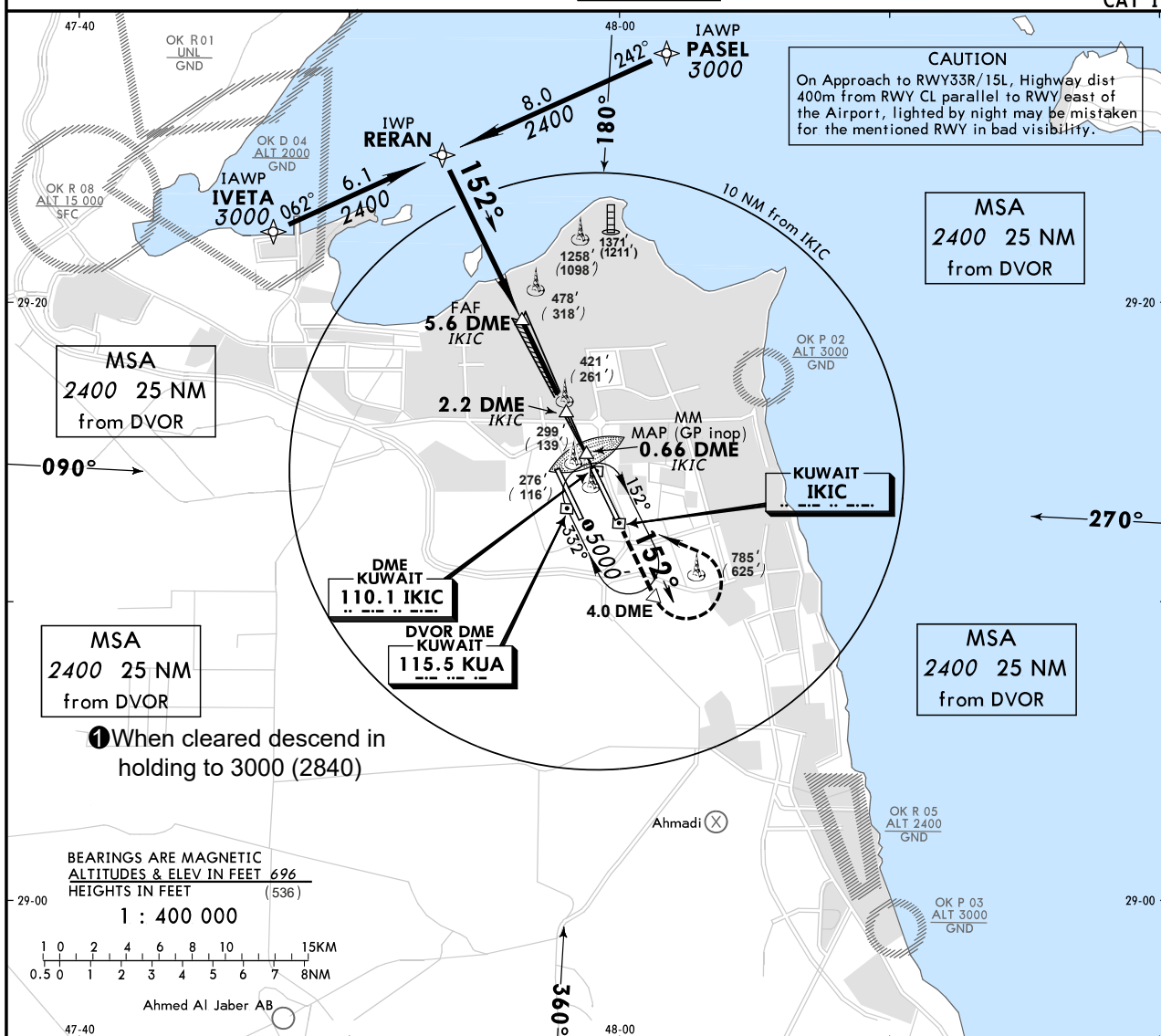
**KUWAIT/Kuwait Intl**  
**STATE OF KUWAIT**  
**CAT II ILS DME RWY 15L**



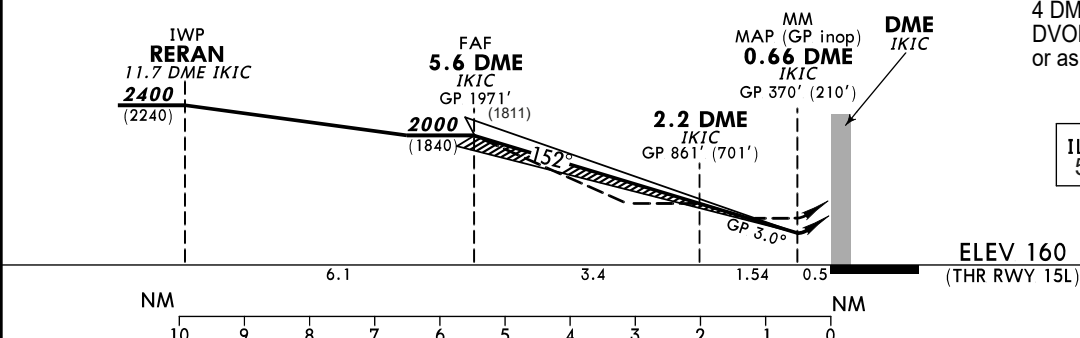
| OCA (H)              |            | A                                     | B | C               | D | E          |     |     |      |      |      |      |
|----------------------|------------|---------------------------------------|---|-----------------|---|------------|-----|-----|------|------|------|------|
| Straight-in Approach | CAT II ILS | RA 102<br><b>260</b> <sub>(100)</sub> |   |                 |   | <b>N/A</b> |     |     |      |      |      |      |
|                      | GP INOP    | <b>N/A</b>                            |   |                 |   |            |     |     |      |      |      |      |
| Circling (HAA)       |            | <b>N/A</b>                            |   |                 |   |            |     |     |      |      |      |      |
|                      |            |                                       |   | DME from TDZ    |   | NM         | 1   | 2   | 3    | 4    | 5    | 6    |
|                      |            |                                       |   | ALT QNH         |   | FT         | 479 | 798 | 1116 | 1435 | 1753 | 2072 |
|                      |            |                                       |   | Ground speed    |   | KTS        | 60  | 80  | 100  | 120  | 140  | 160  |
|                      |            |                                       |   | Rate of descent |   | FT/MIN     | 320 | 420 | 530  | 640  | 740  | 850  |

INSTRUMENT  
APPROACH  
CHART - ICAOAD ELEV 204 FT  
HEIGHTS RELATED TO  
THR RWY 15L ELEV 160 FT

VAR 3° E

APP 121.300  
TWR 118.300  
GMC 121.700  
ATIS 126.225KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
RNAV ILS DME RWY 15L  
CAT I

① When cleared descend in holding to 3000 (2840)

Trans Level *FL 150*  
Trans Alt *13 000*

**MISSED APPROACH:**  
Climb straight ahead, at 4 DME KUA turn LEFT to DVOR climbing to 3000' or as directed.

ILS RDH  
55 FTELEV 160  
(THR RWY 15L)

AMENDMENT: MISSED APPROACH

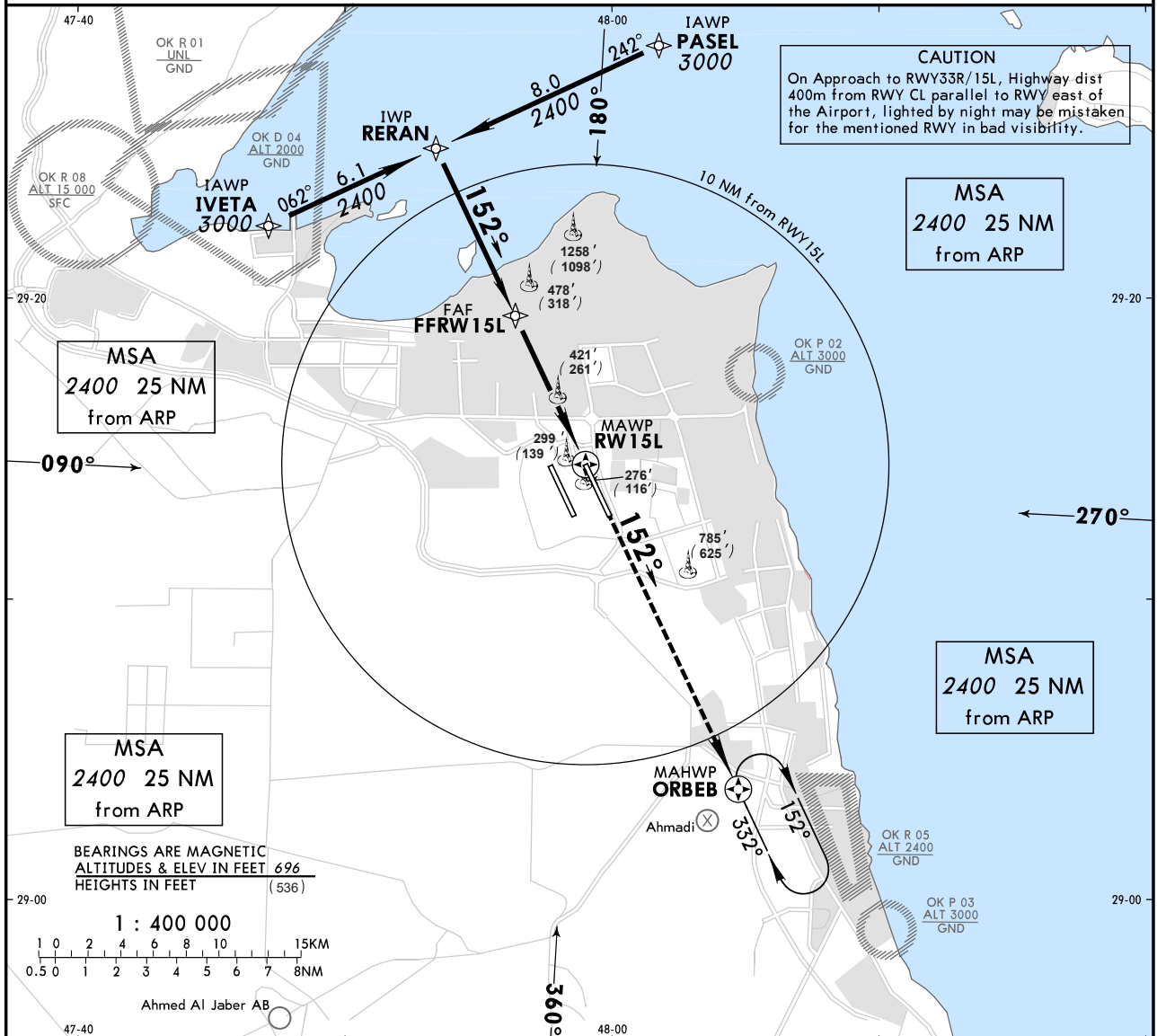
| ADVISORY INFORMATION ONLY |              |               |     |      |      |      | STRAIGHT-IN APPROACH |               |        |       |       |
|---------------------------|--------------|---------------|-----|------|------|------|----------------------|---------------|--------|-------|-------|
| Ground speed              | KTS          | 60            | 80  | 100  | 120  | 140  | 160                  | CAT I ILS/DME | OCA(H) | A     | B     |
| DME from TDZ              | NM           | 1             | 2   | 3    | 4    | 5    | 6                    | GP INOP       | OCA(H) | C     | D     |
| ALT QNH                   | FT           | 479           | 789 | 1116 | 1435 | 1753 | 2072                 |               |        | E     |       |
| Rate of decent            | ft/min       | 320           | 420 | 530  | 640  | 740  | 850                  |               |        |       |       |
| WAYPOINTS                 |              |               |     |      |      |      | CIRCLING             |               |        |       |       |
| IVETA                     | N29 22 23.84 | E047 47 07.96 |     |      |      |      |                      |               | OCA(H) | 710   | 840   |
| RERAN                     | N29 24 58.02 | E047 53 24.53 |     |      |      |      |                      |               |        | (506) | (636) |
| PASEL                     | N29 28 22.58 | E048 01 45.78 |     |      |      |      |                      |               |        | 1090  | 1190  |
|                           |              |               |     |      |      |      |                      |               |        | (886) | (986) |

**KUWAIT/Kuwait Intl**  
**STATE OF KUWAIT**  
**RNAV ILS DME RWY 15L**  
**CAT II**

ATTACHMENT AIP SUP 08/20

INSTRUMENT  
APPROACH  
CHART - ICAOAD ELEV 204 FT  
HEIGHTS RELATED TO  
THR RWY 15L ELEV 160 FT

VAR 3° E

APP 121.300  
TWR 118.300  
GMC 121.700  
ATIS 126.225KUWAIT/Kuwait Intl  
STATE OF KUWAIT  
RNAV RWY 15LTrans Level FL 150  
Trans Alt 13 000IWP  
RERANFAF  
FFRW15LMISSED APPROACH:  
Climb to 3000' direct  
ORBEB and HOLD, or as  
directed.2400  
(2240)

152°

2000  
(1840)

3.0°

MAWP  
RW15LRDH  
55FTELEV 160  
(THR RWY 15L)

NM

6.11

5.44

NM

AMENDMENT: -AMND MAHWP ORBEB CO-ORD

| ADVISORY INFORMATION ONLY |        |              |               |        |      |              |               | STRAIGHT-IN APPROACH |        | A              | B              | C               | D | E               |
|---------------------------|--------|--------------|---------------|--------|------|--------------|---------------|----------------------|--------|----------------|----------------|-----------------|---|-----------------|
| Ground speed              | KTS    | 60           | 80            | 100    | 120  | 140          | 160           | LNAV                 | OCA(H) | 620 (460)      |                |                 |   |                 |
| DME from TDZ              | NM     | 1            | 2             | 3      | 4    | 5            | 6             | LNAV/VNAV            | OCA(H) | 390 (230)      |                |                 |   | N/A             |
| ALT QNH                   | FT     | 479          | 789           | 1116   | 1435 | 1753         | 2072          | CIRCLING             |        | A              | B              | C               | D | E               |
| Rate of decent            | ft/min | 320          | 420           | 530    | 640  | 740          | 850           |                      | OCA(H) | 710<br>( 506 ) | 840<br>( 636 ) | 1090<br>( 886 ) |   | 1190<br>( 986 ) |
| WAYPOINTS                 |        |              |               |        |      |              |               |                      |        |                |                |                 |   |                 |
| IVETA                     |        | N29 22 23.84 | E047 47 07.96 | FFR15L |      | N29 19 24.69 | E047 56 22.40 |                      |        |                |                |                 |   |                 |
| RERAN                     |        | N29 24 58.02 | E047 53 24.53 | RW15L  |      | N29 14 28.42 | E047 59 00.19 |                      |        |                |                |                 |   |                 |
| PASEL                     |        | N29 28 22.58 | E048 01 45.78 | ORBEB  |      | N29 03 40.50 | E048 04 44.13 |                      |        |                |                |                 |   |                 |

INSTRUMENT  
APPROACH  
CHART - ICAO

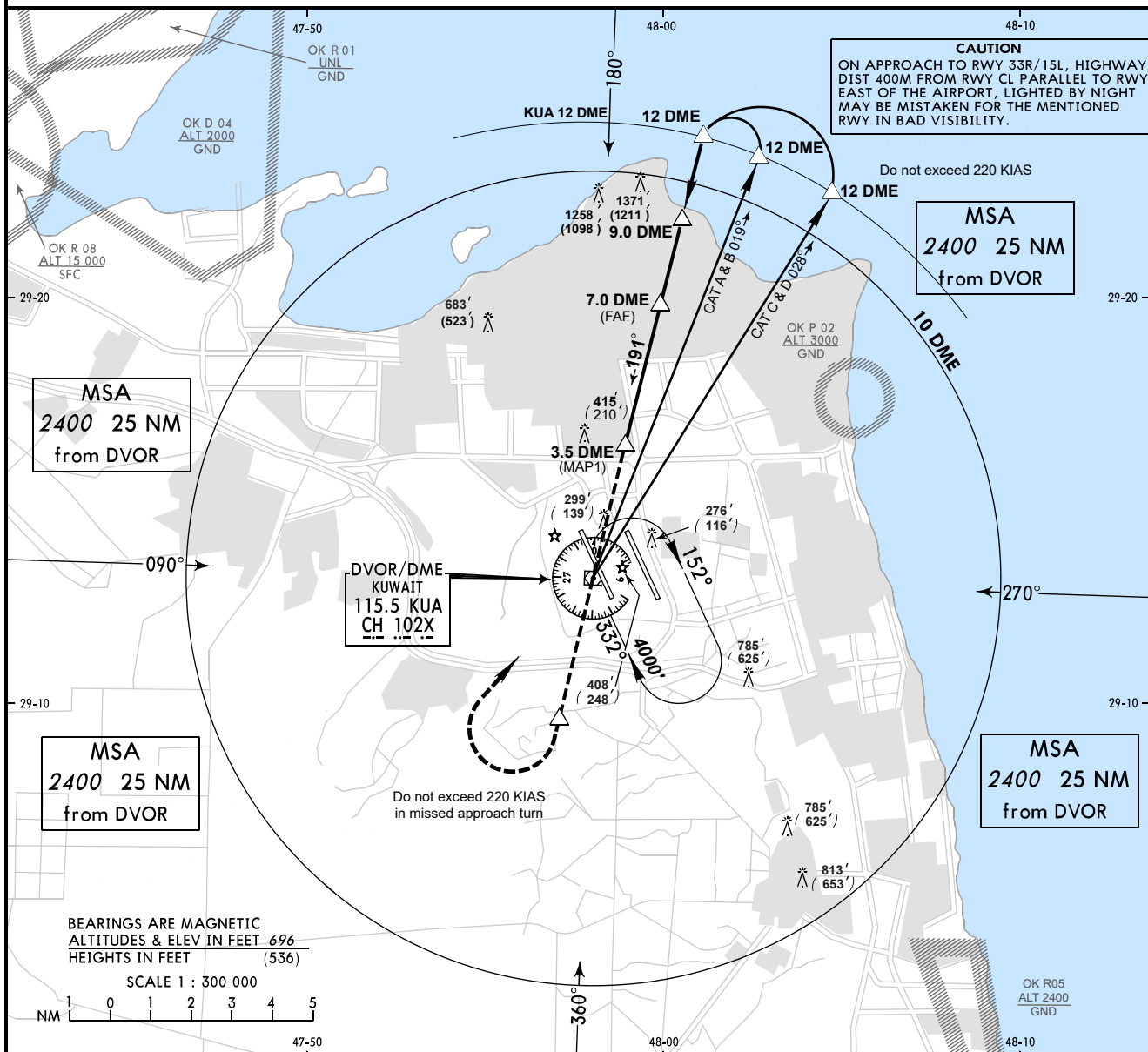
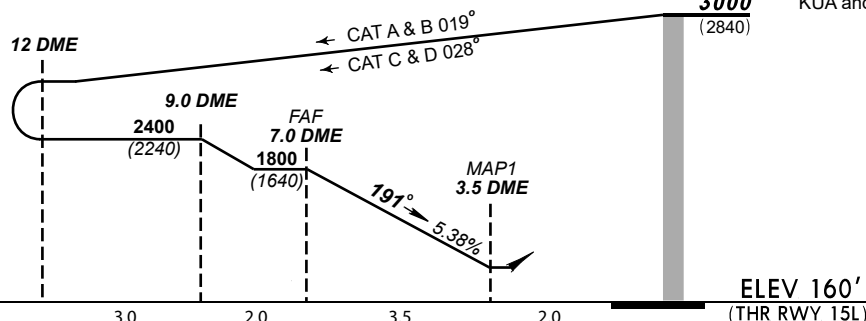
AD ELEV 204 FT

HEIGHTS RELATED TO  
THR RWY 15L ELEV 160 FT

VAR 3.00° E

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GMC 121.700  
ATIS 126.225KUWAIT/Kuwait Intl  
STATE OF KUWAIT

DVOR/DME-A

Trans Level FL150  
Trans Alt 13 000IAF  
DVOR/DME  
KUA  
3000  
(2840)**MISSED APPROACH:**  
Climb to 4000' outbound on KUA R-191, at 4 DME turn right direct KUA and hold or as directed

NM 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 NM

OCA (H)

A

B

C

D

E

Straight-in  
Approach

DVOR/DME

NA

Circling (HAA)

800 (596)

840 (636)

1090 (886)

- 1- Procedure not authorized for military aircraft or helicopters.  
2- DME required.  
3- MAP1 at 2 NM North of RWY 15L THR

## ADVISORY INFORMATION ONLY

|                 |         |    |    |     |  |  |  |
|-----------------|---------|----|----|-----|--|--|--|
| FAF at MAP1     | MIN:SEC |    |    |     |  |  |  |
| Ground speed    | KTS     | 70 | 90 | 100 |  |  |  |
| Rate of descent | FT/MIN  |    |    |     |  |  |  |



**DVOR/DME- B**

**AMENDMENT: NEW Procedure**

**KUWAIT/Kuwait Intl**  
**STATE OF KUWAIT**  
**(OKBK)**

