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**AIRAC AIP**  
**SUPPLEMENT**

NR 06/24  
DATE:31/05/2024

**Effective Date:** 15/06/2024 Valid Until 15/06/2025

**STANDARD ROUTE DOCUMENT (SRD)**

**1 Introduction**

Kuwait DGCA Standard Route Document (SRD) has been designed to assist aircraft operators in constructing the Kuwait FIR portion of Flight Plan Routes. This document includes Level restrictions applicable with Kuwait FIR. Due to the complexity of the Kuwait Airspace, the route listings contained in this SRD should be considered as mandatory. For routes that are not described in this document, operators should contact Kuwait DGCA at the address shown below.

**E-Mail** : NOTAMSYS@DGCA.GOV.KW  
**TEL** : +965 24737792  
**Telefax** : +965 24331639

Route descriptions, as listed in the OKAC AIP remain unchanged however details of restrictions applicable to those routes are also contained in this document.

The Kuwait SRD is issued in line with the AIRAC Cycle and may be Amended by NOTAM as appropriate. Operators should ensure current NOTAM are checked for any changes to this Document".

**AERONAUTICAL INFORMATION SERVICE (AIS)**  
**KUWAIT**

### 1.1 How to use this document

The routes are presented alphabetically by ICAO Entry Point or Departure Airport in straight forward “look up” tables. Any restriction and / or additional information relating to a route entry is indicated in the remark’s column. This gives a note number which should then be referenced in the rear of the document. Associated routes are re-listed with the notes for easy reference. Some routes have mandatory guidelines, and this information is reflected in the notes. Some routes list the requirement for aircraft to be in level flight over a waypoint. Flight Crews should ensure that the cleared flight level can be reached by the waypoint indicated or inform the controller in sufficient time to allow an adjustment to the cleared flight level. Where MC is referred to in the Minimum Level column, this denotes the Minimum Cruise and is to be considered as the lowest usable level of all the airways along the specified route. Altitude referred to in the Maximum Level column, this denote the highest cruise level permitted along the specified route segment. Certain routes are designated for use by State aircraft which are defined as those aircraft used in military, customs and police services.

### 1.2 Flight Planning

within Kuwait FIR. It is mandatory to comply with the standard route listings, entry-exit points and level restrictions stated in this document due to the complexity of Kuwait airspace. **All Flight Plans shall include the following:**

- a) **Overflying the Kuwait FIR:** FIR Entry and FIR Exit points.
- b) **Departing from Kuwait aerodromes:** FIR Exit point.
- c) **Landing at Kuwait aerodromes:** FIR Entry point.

### 1.3 The following additional flight planning requirements apply for OKKK published SID and STAR procedures:

- a) Departing aircraft from OKKK - Item 15 of the flight plan form shall commence with the last waypoint of the SID related to the ATS route (e.g. SESRU G669 ...) and then as per ICAO PANS-ATM Doc 4444 standard requirements
- b) Arriving aircraft to OKKK – Item 15 of the flight plan form shall terminate with the corresponding waypoint of the last ATS route where the STAR commences (e.g. ...A453 DEBTI).

*Note: SID & STAR for OKKK are runway dependent; ATC Will advise the corresponding SID & STAR.*

### 1.4 Feedback

Feedback from users is essential, whether in terms of content or development and should be forwarded to:

**E-Mail** : NOTAMSYS@DGCA.GOV.KW  
**TEL** : +965 24737792  
**Telefax** : +965 24331639

**What's New**

NIL

**New Routes**

NIL

**Amended Routes**

NIL

**Deleted Routes**

NIL

**Key Airfield Group Definitions**

**Airports in OKAC FIR:**

OKKK, OKAJ, OKAS

**STANDARD ROUTE DOCUMENT**

"ADEP / Entry"	"SID"	"Min"	"Max"	"Route-Segment"	"STAR"	"ADES / Exit"	"Remarks"
ASVIR		MC	460	ASVIR M320 KUA G669 NANPI		NANPI	
ASVIR		MC	460	ASVIR M320 KUA DCT		OKAJ	
ASVIR		MC	460	ASVIR M320 KUA DCT		OKAS	
ASVIR		MC	460	ASVIR		OKKK	
ASVIR		MC	460	ASVIR M320 KUA G667 RALKA L602 TASMI		TASMI	
ASVIR		MC	460	ASVIR M320 KUA B417 TULAX		TULAX	
DAVUS		MC	460	DAVUS L602 TASMI		TASMI	<a href="#">Note 1</a>
KUMBO		MC	460	KUMBO A453 KUA DCT		OKAJ	
KUMBO		MC	460	KUMBO A453 KUA DCT		OKAS	
KUMBO		MC	460	KUMBO A453 DEBTI		OKKK	
KUNRU		MC	460	KUNRU P891 KUA G669 NANPI		NANPI	
KUNRU		MC	460	KUNRU P891 KUA DCT		OKAJ	
KUNRU		MC	460	KUNRU P891 KUA DCT		OKAS	
KUNRU		MC	460	KUNRU		OKKK	
KUNRU		MC	460	KUNRU P891 KUA G667 RALKA L602 TASMI		TASMI	
KUNRU		MC	460	KUNRU P891 KUA B417 TULAX		TULAX	
NANPI		MC	460	NANPI G669 KUA DCT		OKAJ	
NANPI		MC	460	NANPI G669 KUA DCT		OKAS	
NANPI		MC	460	NANPI G669 SESRU		OKKK	
NANPI		MC	460	NANPI G669 KUA G782 KFR P517 DEKOB		DEKOB	<a href="#">Note 2</a>
NANPI		MC	280	NANPI G669 KUA G782 KATOD		KATOD	<a href="#">Note 2</a>
NANPI		MC	280	NANPI G669 KUA G782 KFR L550 NIDAP		NIDAP	<a href="#">Note 2</a>
NANPI		MC	250	NANPI G669 KUA M320 ASVIR		ASVIR	<a href="#">Note 3</a>
OKAJ		MC	210	DCT KUA M320 ASVIR		ASVIR	
OKAJ		MC	260	DCT KUA G782 KFR P517 DEKOB		DEKOB	
OKAJ		MC	260	DCT KUA G782 KATOD		KATOD	
OKAJ		MC	270	DCT KUA G669 NANPI		NANPI	
OKAJ		MC	260	DCT KUA G782 KFR L550 NIDAP		NIDAP	
OKAJ		MC	220	DCT KUA G667 RALKA L602 TASMI		TASMI	
OKAJ		MC	230	DCT KUA B417 TULAX		TULAX	
OKAJ		MC	270	DCT KUA G669 SESRU M677 RABAP		RABAP	<a href="#">Note 4</a>
OKAJ		MC	270	DCT KUA B416 IMDOX P975 LONOS		LONOS	<a href="#">Note 5</a>
OKAJ		MC	250	DCT KUA B416 AMBIK		AMBIK	<a href="#">Note 6</a>
OKAS		MC	210	DCT KUA M320 ASVIR		ASVIR	
OKAS		MC	260	DCT KUA G782 KFR P517 DEKOB		DEKOB	
OKAS		MC	260	DCT KUA G782 KATOD		KATOD	
OKAS		MC	270	DCT KUA G669 NANPI		NANPI	
OKAS		MC	260	DCT KUA G782 KFR L550 NIDAP		NIDAP	

**STANDARD ROUTE DOCUMENT**

"ADEP / Entry"	"SID"	"Min"	"Max"	"Route-Segment"	"STAR"	"ADES / Exit"	"Remarks"
OKAS		MC	220	DCT KUA G667 RALKA L602 TASMI		TASMI	
OKAS		MC	230	DCT KUA B417 TULAX		TULAX	
OKAS		MC	270	DCT KUA G669 SESRU M677 RABAP		RABAP	<a href="#">Note 4</a>
OKAS		MC	270	DCT KUA B416 IMDOX P975 LONOS		LONOS	<a href="#">Note 5</a>
OKAS		MC	250	DCT KUA B416 AMBIK		AMBIK	<a href="#">Note 6</a>
OKKK		MC	210	ASVIR		ASVIR	
OKKK		MC	260	KFR P517 DEKOB		DEKOB	
OKKK		MC	260	KFR G782 KATOD		KATOD	
OKKK		MC	270	SESRU G669 NANPI		NANPI	
OKKK		MC	260	KFR L550 NIDAP		NIDAP	
OKKK		MC	460	DCT KUA DCT		OKAJ	
OKKK		MC	460	DCT KUA DCT		OKAS	
OKKK		MC	220	RALKA L602 TASMI		TASMI	
OKKK		MC	230	ALVAX B417 TULAX		TULAX	
OKKK		MC	270	SESRU M677 RABAP		RABAP	<a href="#">Note 4</a>
OKKK		MC	270	BOXIK B416 IMDOX P975 LONOS		LONOS	<a href="#">Note 5</a>
OKKK		MC	250	BOXIK B416 AMBIK		AMBIK	<a href="#">Note 6</a>
SIDAD		MC	460	SIDAD R784 NANPI		NANPI	
SIDAD		MC	460	SIDAD N302 ALVAX B417 KUA DCT		OKAJ	
SIDAD		MC	460	SIDAD N302 ALVAX B417 KUA DCT		OKAS	
SIDAD		MC	460	SIDAD N302 ALVAX		OKKK	
SIDAD		MC	280	SIDAD N302 ALVAX B417 KUA G782 KFR P517 DEKOB		DEKOB	<a href="#">Note 2</a>
SIDAD		MC	280	SIDAD N302 ALVAX B417 KUA G782 KATOD		KATOD	<a href="#">Note 2</a>
SIDAD		MC	280	SIDAD N302 ALVAX B417 KUA G782 KFR L550 NIDAP		NIDAP	<a href="#">Note 2</a>
SIDAD		MC	250	SIDAD N302 ALVAX B417 KUA M320 ASVIR		ASVIR	<a href="#">Note 3</a>
SIDAD		MC	460	SIDAD P975 SESRU M677 RABAP		RABAP	<a href="#">Note 4</a>
SIDAD		MC	460	SIDAD P975 LONOS		LONOS	<a href="#">Note 5</a>
SOROR		MC	460	SOROR A788 KFR G782 KUA DCT		OKAJ	
SOROR		MC	460	SOROR A788 KFR G782 KUA DCT		OKAS	
SOROR		MC	460	SOROR A788 KFR		OKKK	
SOROR		MC	460	SOROR A788 PATIR		PATIR	
SOROR		MC	460	SOROR A788 KFR G667 RALKA L602 TASMI		TASMI	
SOROR		MC	460	SOROR A788 KFR G782 KUA B417 TULAX		TULAX	
TULAX		MC	460	TULAX B417 KUA DCT		OKAJ	
TULAX		MC	460	TULAX B417 KUA DCT		OKAS	
TULAX		MC	460	TULAX B417 ALVAX		OKKK	
TULAX		MC	280	TULAX B417 KUA G782 KFR P517 DEKOB		DEKOB	<a href="#">Note 2</a>
TULAX		MC	280	TULAX B417 KUA G782 KATOD		KATOD	<a href="#">Note 2</a>

STANDARD ROUTE DOCUMENT

"ADEP / Entry"	"SID"	"Min"	"Max"	"Route-Segment"	"STAR"	"ADES / Exit"	"Remarks"
TULAX		MC	280	TULAX B417 KUA G782 KFR L550 NIDAP		NIDAP	<a href="#">Note 2</a>
TULAX		MC	250	TULAX B417 KUA M320 ASVIR		ASVIR	<a href="#">Note 3</a>

**STANDARD ROUTE DOCUMENT**

<b>Note 1</b> Traffic landing ORMM to cross TASMI Altitude 10,000FT.					
DAVUS	MC	460	DAVUS L602 TASMI	TASMI	Note 1

<b>Note 2</b> Available for traffic overflying or landing OEJD FIR, Expect to Be Transferred to Jeddah control at MAX FL 280, Higher FLs subject to ATC approval.					
NANPI	MC	280	NANPI G669 KUA G782 KFR P517 DEKOB	DEKOB	Note 2
NANPI	MC	280	NANPI G669 KUA G782 KATOD	KATOD	Note 2
NANPI	MC	280	NANPI G669 KUA G782 KFR L550 NIDAP	NIDAP	Note 2
SIDAD	MC	280	SIDAD N302 ALVAX B417 KUA G782 KFR P517 DEKOB	DEKOB	Note 2
SIDAD	MC	280	SIDAD N302 ALVAX B417 KUA G782 KATOD	KATOD	Note 2
SIDAD	MC	280	SIDAD N302 ALVAX B417 KUA G782 KFR L550 NIDAP	NIDAP	Note 2
TULAX	MC	280	TULAX B417 KUA G782 KFR P517 DEKOB	DEKOB	Note 2
TULAX	MC	280	TULAX B417 KUA G782 KATOD	KATOD	Note 2
TULAX	MC	280	TULAX B417 KUA G782 KFR L550 NIDAP	NIDAP	Note 2

<b>Note 3</b> Available for overflying traffic landing OEDF, Expect to Be Transferred to Dammam control at MAX FL 250.					
NANPI	MC	230	NANPI G669 KUA M320 ASVIR	ASVIR	Note 3
SIDAD	MC	230	SIDAD N302 ALVAX B417 KUA M320 ASVIR	ASVIR	Note 3
TULAX	MC	230	TULAX B417 KUA M320 ASVIR	ASVIR	Note 3

<b>Note 4</b> Available for traffic landing or overflying Northern OMAE FIR.					
OKAJ	MC	270	DCT KUA G669 SESRU M677 RABAP	RABAP	Note 4
OKAS	MC	270	DCT KUA G669 SESRU M677 RABAP	RABAP	Note 4
OKKK	MC	270	SESRU M677 RABAP	RABAP	Note 4
SIDAD	MC	460	SIDAD P975 SESRU M677 RABAP	RABAP	Note 4

<b>Note 5</b> Available for traffic landing or overflying OB BB FIR, Or southern OMAE FIR.					
OKAJ	MC	270	DCT KUA B416 IMDOX P975 LONOS	LONOS	Note 5
OKAS	MC	270	DCT KUA B416 IMDOX P975 LONOS	LONOS	Note 5
OKKK	MC	270	BOXIK B416 IMDOX P975 LONOS	LONOS	Note 5
SIDAD	MC	460	SIDAD P975 LONOS	LONOS	Note 5

<b>Note 6</b> Available for traffic Transiting OB BB FIR to OIIX FIR. Max FL250 at AMBIK					
OKAJ	MC	250	DCT KUA B416 AMBIK	AMBIK	Note 6
OKAS	MC	250	DCT KUA B416 AMBIK	AMBIK	Note 6
OKKK	MC	250	BOXIK B416 AMBIK	AMBIK	Note 6

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