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AVIATION
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NOTAM LIST
Series A

12 Jul 2026

THE FOLLOWING NOTAM A SERIES ARE **STILL IN FORCE ON 12 July 2026 06:31:48 UTC**. NOTAM NOT INCLUDED IN THIS LIST HAVE EITHER BEEN CANCELLED, SUPERSEDED BY AIP SUPPLEMENT OR INCORPORATED IN AIP.

NOF: OKNO / SERIES A

ENROUTE / GENERAL

OKAC(KUWAIT FIR)

A0374/22

From 2210110618 to PERM
NOTAMN
D) FROM 01 OCT 2022 TO 31 MAR 2023
E) NEW RESTRICTED AREA IT IS CORRECT R07 (SKY DIVING) INSTALLED
RADIUS : 5NM
COORDS:
28 40.22N 048 13.46E
28 40.22N 048 25.46E
28 34.19N 048 25.46E
28 34.19N 048 13.46E
TIME OF ACTIVITY: 0200 - 1500
UPPER/LOWER LIMIT: 13000FT MSL/GND
REF AIP EN ROUTE 5.1-2

Lower Limit: GND Upper Limit: 13000FT AMSL

A0351/24

From 2410010003 to 2411010003EST
NOTAMR A0305/24
E) CHECKLIST
YEAR=2017 0330
YEAR=2018 0015
YEAR=2022 0162 0258 0287 0310 0311 0334 0345 0372 0374 0480
YEAR=2023 0025 0188 0266 0287 0288 0317 0320
YEAR=2024 0117 0261 0265 0266 0271 0294 0321 0330 0339 0340 0343 0345 0346 0348 0349
LATEST PUBLICATIONS
AIRAC AIP AMENDMENT 1/23 AIRAC
AIRAC AIP SUPPLEMENT 14/24 AIRAC
AIP SUPPLEMENT 12/24 SUP
AIC A1/24 AIC

A0239/26

From 2605191656 to 2608131200
NOTAMR A0558/25

12 July 2026 06:31:48 UTC

1/13

E) POTENTIAL GLOBAL POSITIONING SYSTEM SIGNAL INTERFERENCE WITHIN KUWAIT FLIGHT INFORMATION REGION .
PILOTS ARE REQUIRED TO NOTIFY THE RELEVANT AIR TRAFFIC SERVICES UNIT INTERMEDIATE APPROACH FIX GLOBAL POSITIONING SYSTEM
SIGNAL AIRSPEED OR HEADWIND LOSS OCCURS IN THE AREA .

A0295/26

From 2606290948 to 2608041200EST
NOTAMR A0291/26

E) DUE TO OPERATIONAL RESTRICTIONS WITHIN KUWAIT FLIGHT INFORMATION REGION (OKAC) :

KUWAIT FLIGHT INFORMATION REGION IS AVAILABLE ONLY FOR FLIGHTS ARRIVAL TO OR DEPARTURE WITHIN KUWAIT FLIGHT INFORMATION REGION SUBJECT TO PRIOR APPROVAL FROM KUWAIT DGCA AIR TRANSPORT DEPARTMENT .

OVERFLIGHT OPERATIONS THROUGH KUWAIT FLIGHT INFORMATION REGION ARE NOT PERMITTED.

DEPARTING TRAFFIC FROM OKKK SHALL USE THE FOLLOWING ROUTING :

A.TFC DESTINED TO AIRPORTS WITHIN OBBB FLIGHT INFORMATION REGION OR OVERFLYING OBBB FLIGHT INFORMATION REGION FOR DESTINATIONS OUTSIDE OBBB FLIGHT INFORMATION REGION SHALL FILE IN ACCORDANCE WITH THE NORMAL ROUTING ARRANGEMENTS BETWEEN OKAC AND OBBB FIRS AS APPLICABLE PRIOR TO THE CURRENT OPERATIONAL RESTRICTIONS.

B.OTHER DEPARTING TRAFFIC SHALL USE NIDAP L550 , DEKOB P517 OR KATOD G667 OR ASVIR H741 AS APPROPRIATE TO DESTINATION .

ARRIVING TRAFFIC TO OKKK SHALL USE THE FOLLOWING ENTRY ROUTES :

- A. SOROR A788
- B. KUNRU P891
- C. KUMBO A453
- D. H741 ASVIR

OPERATORS SHALL CARRY SUFFICIENT FUEL TO ACCOMMODATE POSSIBLE DELAYS , OR DIVERSION REQUIREMENTS DUE TACTICAL REASONS

A0296/26

From 2607010003 to 2608010003EST
NOTAMR A0251/26

E) CHECKLIST

YEAR=2017 0330

YEAR=2018 0015

YEAR=2022 0162 0258 0287 0310 0311 0334 0345 0372 0374 0480

YEAR=2023 0025

YEAR=2025 0434 0467 0491 0509 0510 0512 0513 0514 0515 0516 0517 0518 0546 0628 0631 0637 0672

YEAR=2026 0232 0239 0240 0246 0247 0265 0267 0268 0279 0289 0293 0294 0295

LATEST PUBLICATIONS

AIRAC AIP AMENDMENT 1/25 AERONAUTICAL INFORMATION REGULATION AND CONTROL AMDT

AIRAC AIP SUPPLEMENT 10/25 AIRAC

AIP SUPPLEMENT 2/26 SUP

AERODROMES

OKKK(KUWAIT INTL)

A0434/25

From 2509140637 to PERM
NOTAMN

E) HAND AMENDMENT

REF AERONAUTICAL INFORMATION REGULATION AND CONTROL AIP AMENDMENT 01/25 EFFECTIVE FROM
30 OCTOBER 2025

-PAGE AD2.OKKK-45.2 RNAV1 STANDARD INSTRUMENT DEPARTURE RUNWAY 33L PROCEDURE
TABULAR DESCRIPTION :
FLY-OVER AT KK003 IN STANDARD INSTRUMENT DEPARTURE KATOD1J RNAV1 SHALL BE READ
AS FLY-BY INSTEAD OF FLY-OVER .

-PAGE AD2.OKKK-46 RNAV1 STANDARD INSTRUMENT DEPARTURE RUNWAY 33L PROCEDURE
TABULAR DESCRIPTION :
PROCEDURE PUBLISHED AS TASMI5F RNAV1 SHALL BE READ
AS SESRU5F RNAV1 .
PROCEDURE PUBLISHED AS BOXIK5F RNAV1 SHALL BE READ
AS TASMI5F RNAV1 .

-PAGE AD2.OKKK-47.2 RNAV1 STANDARD INSTRUMENT DEPARTURE RUNWAY 34 PROCEDURE
TABULAR DESCRIPTION :
FLY-OVER AT KK003 IN STANDARD INSTRUMENT DEPARTURE DEKOB1I RNAV1 SHALL BE READ
AS FLY-BY INSTEAD OF FLY-OVER.
FLY-OVER AT KK003 IN STANDARD INSTRUMENT DEPARTURE KATOD1I RNAV1 SHALL BE READ
AS FLY-BY INSTEAD OF FLY-OVER.

A0467/25

From 2510081757 to PERM
NOTAMN

E) HAND AMDT

REF AERONAUTICAL INFORMATION REGULATION AND CONTROL AIP AMENDMENT 01/25 EFFECTIVE FROM
30 OCTOBER 2025

-PAGE AD2.OKKK-10 - RADIO NAVIGATION AIDS :

RWY 34 ILS/DME IKIE CHANNEL 34Y .

AMEND TO READ
RWY 34 ILS/DME IKIE CHANNEL 54Y .

A0491/25

From 2510300800 to PERM
NOTAMN

E) HAND AMENDMENT

REF AERONAUTICAL INFORMATION REGULATION AND CONTROL AIP AMENDMENT 01/25 EFFECTIVE FROM
30 OCTOBER 2025

-PAGE AD2.OKKK-53.2 RNAV1 (GLOBAL NAVIGATION SATELLITE SYSTEM)
STAR RUNWAY 16/15R PROCEDURE TABULAR DESCRIPTION
NAVIGATION SPECIFICATION AT KK026
IN DEBT11G TO BE READ AS RNAV1.

-PAGE AD2.OKKK-53 RNAV1 (GLOBAL NAVIGATION SATELLITE SYSTEM) STANDARD INSTRUMENT
ARRIVAL RUNWAY 16/15R
SPEED AT EMEBA HOLDING
INSTRUCTIONS TO BE READ AS 250 KNOTS OR LESS INSTEAD OF 220 KNOTS OR LESS.

A0509/25

From 2510300800 to PERM

NOTAMN

E) HAND AMENDMENT

REF AERONAUTICAL INFORMATION REGULATION AND CONTROL AIP AMENDMENT 01/25 EFFECTIVE FROM 30 OCTOBER 2025

PAGE AD2.OKKK-65 (ILS RUNWAY 16)

- WAYPOINT COORDINATES EMEBA TO BE READ AS :

29 02 13.00N 047 57 21.00E

INSTEAD OF

29 02 13.00N 047 56 22.00E .

PAGE AD2.OKKK-66 (ILS RUNWAY 16) PROCEDURE TABULAR DESCRIPTION

- THE SPEED RESTRICTION AT EMEBA TO BE READ AS 220KT OR LESS INSTEAD OF 250KT OR LESS .

- THE ALTITUDE AT THE LAST POINT OF THE MISSED APPROACH FOR EMEBA HOLD IS AT 3000FT .

A0510/25

From 2510300800 to PERM

NOTAMN

E) HAND AMDT

REF AERONAUTICAL INFORMATION REGULATION AND CONTROL AIP AMENDMENT 01/25 EFFECTIVE FROM 30 OCTOBER 2025

PAGE AD2.OKKK-70 (INSTRUMENT LANDING SYSTEM RUNWAY 15R) (PROCEDURE TABULAR DESCRIPTION)

-SPEED RESTRICTION AT LUDIM TO BE READ AS 220KT OR LESS INSTEAD OF 250KT OR LESS .

-THE ALTITUDE AT THE LAST POINT OF THE MISSED APPROACH FOR LUDIM HOLD IS AT 3000FT.

PAGE AD2.OKKK-69 (INSTRUMENT LANDING SYSTEM RUNWAY 15R) PLAN VIEW :

-THE OUTBOUND BEARING AT LUDIM HOLDING PATTERN TO BE READ AS 253 (256.6) INSTEAD OF 153 (156.6) .

A0512/25

From 2510300800 to PERM

NOTAMN

E) HAND AMDT

REF AERONAUTICAL INFORMATION REGULATION AND CONTROL AIP AMENDMENT 01/25 EFFECTIVE FROM 30 OCTOBER 2025

PAGE AD2.OKKK-57.1 (ILS RUNWAY 34) (PROCEDURE TABULAR DESCRIPTION)

-THE BEARING FROM TABTO TO IVOTO TO BE READ AS 255 (258.3) INSTEAD OF 318 (221.7) .

PAGE AD2.OKKK-57.2 (ILS RUNWAY 34) (PROCEDURE TABULAR DESCRIPTION)

-THE ALTITUDE AT THE LAST POINT OF THE MISSED APPROACH FOR PEDEL HOLD IS AT 3000FT.

A0513/25

From 2510300800 to PERM

NOTAMN

E) HAND AMDT

REF AERONAUTICAL INFORMATION REGULATION AND CONTROL AIP AMENDMENT 01/25 EFFECTIVE FROM 30 OCTOBER 2025 .

PAGE AD2.OKKK-51 (RNAV1 GLOBAL NAVIGATION SATELLITE SYSTEM STANDARD INSTRUMENT ARRIVAL RUNWAY 34/33L) PLAN VIEW

-STAR ALVAX1H HAS BEEN WITHDRAWN .

- PROCEDURE SESRU1H AT THE KK023 WAYPOINT SPEED RESTRICTION TO BE READ AS 230 KNOTS OR LESS.

A0514/25

From 2510300800 to PERM
NOTAMN

E) HAND AMENDMENT

REF AERONAUTICAL INFORMATION REGULATION AND CONTROL AIP AMENDMENT 01/25 EFFECTIVE FROM 30 OCTOBER 2025

PAGE AD2.OKKK-71 (RNP RUNWAY 15R) (PLAN VIEW)

-THE OUTBOUND BEARING AT LUDIM HOLDING PATTERN TO BE READ AS 253 (256.6) INSTEAD OF 153 (156.6) .

-THE COORDINATES OF POINT STEP DOWN FIX ARE:
29 16 47.62N 047 56 25.62E

PAGE AD2.OKKK-72 (RNP RUNWAY 15R) PROCEDURE TABULAR DESCRIPTION .

- VPA/TCH TO BE READ AS -3.0/52FT INSTEAD OF -3.0/15FT .

- THE SPEED RESTRICTION AT LUDIM TO BE READ AS 220KT OR LESS INSTEAD OF 250KT OR LESS .

- THE ALTITUDE AT THE LAST POINT OF THE MISSED APPROACH FOR LUDIM HOLD IS AT 3000FT.

A0515/25

From 2510300800 to PERM
NOTAMN

E) HAND AMENDMENT

REF AERONAUTICAL INFORMATION REGULATION AND CONTROL AIP AMENDMENT 01/25 EFFECTIVE FROM 30 OCTOBER 2025

PAGE AD2.OKKK-64 (RNP RUNWAY 33L) PROCEDURE TABULAR DESCRIPTION .

- INITIAL CLIMBING ALTITUDE FOR MISSED APPROACH TO BE READ AS 650FT INSTEAD OF 620FT

- THE SPEED RESTRICTION AT TABTO TO BE READ AS 220KT OR LESS INSTEAD OF 250KT OR LESS .

- VPA/TCH TO BE READ AS -3.0/56FT INSTEAD OF -3.0/15FT .

- THE ALTITUDE AT THE LAST POINT OF THE MISSED APPROACH FOR TABTO HOLD IS AT 3000FT.

A0516/25

From 2510300800 to PERM
NOTAMN

E) HAND AMENDMENT

REF AERONAUTICAL INFORMATION REGULATION AND CONTROL AIP AMENDMENT 01/25 EFFECTIVE FROM 30 OCTOBER 2025

PAGE AD2.OKKK-67 (PLAN VIEW REQUIRED NAVIGATION PERFORMANCE RUNWAY 16) .
-THE DISTANCE FROM THE FINAL APPROACH FIX KK04N TO THE MISSED APPROACH POINT RUNWAY 16 TO BE READ AS 4.0NM INSTEAD OF 3.1NM .

PAGE AD2.OKKK-68 (RNP RUNWAY 16) PROCEDURE TABULAR DESCRIPTION .

- VPA/TCH TO BE READ AS -3.0/55FT INSTEAD OF -3.0/15FT .
- SPEED RESTRICTION AT EMEBA TO BE READ AS 220KT OR LESS INSTEAD OF 250KT OR LESS .
- THE ALTITUDE AT THE LAST POINT OF THE MISSED APPROACH FOR EMEBA HOLD IS AT 3000FT.

PAGE AD2.OKKK-67+68
-COORDINATES OF POINT STEP DOWN FIX ARE :
29 15 36.37N 047 55 29.95E .

A0517/25

From 2510300800 to PERM
NOTAMN
E) HAND AMENDMENT
REF AERONAUTICAL INFORMATION REGULATION AND CONTROL AIP AMENDMENT 01/25 EFFECTIVE FROM 30 OCTOBER 2025

PAGE AD2.OKKK-60 (RNP RUNWAY 34) PROCEDURE TABULAR DESCRIPTION .

- VPA/TCH TO BE READ AS -3.0/54 INSTEAD OF -3.0/15 .
-THE BEARING FROM WAYPOINT TABTO TO WAYPOINT IVOTO TO BE READ AS 254 INSTEAD OF 255 .

RNP RUNWAY 34 WAY POINTS COORDINATES :

KK03S (FAF LNAV) TO BE READ AS 29 08 41.8N 047 59 10.3E
INSTEAD OF 29 04 09.1N 048 01 34.9E .

KK100 TO BE READ AS 29 13 57.5N 047 56 22.6E
INSTEAD OF 29 08 41.8N 047 59 10.3E .

KK200 TO BE READ AS 29 09 20.7N 047 52 32.2E
INSTEAD OF 29 09 20.0N 047 52 32.1E .

-THE ALTITUDE AT THE LAST POINT OF THE MISSED APPROACH FOR PEDEL HOLD IS AT 3000FT .

A0518/25

From 2510300800 to PERM
NOTAMN
E) HAND AMDT
REF AERONAUTICAL INFORMATION REGULATION AND CONTROL AIP AMENDMENT 01/25 EFFECTIVE FROM 30 OCTOBER 2025

PAGE AD2.OKKK-62 (ILS RUNWAY 33L) (PROCEDURE TABULAR DESCRIPTION)

-(CA LEG) TO BE READ AS 331 (335) INSTEAD OF 328 (335) .

-SPEED RESTRICTION AT TABTO TO BE READ AS 220KT OR LESS INSTEAD OF 250KT OR LESS .

-THE ALTITUDE AT THE LAST POINT OF THE MISSED APPROACH FOR
TABTO HOLD IS AT 3000FT.

A0546/25

From 2510301055 to PERM

NOTAMN

E) NEW CARGO CITY APRON STANDS DESIGNATED FOR CIVIL USE ONLY .
STANDS NUMBERS :

(551 - 553 - 555 - 557 - 559 - 561 - 562 - 563 - 564 - 565 - 566
567 - 568 - 569 - 570 - 571 - 572 - 573 - 574 - 576 - 578 - 580) .

A0628/25

From 2512030741 to PERM

NOTAMN

E) KUWAIT INTERNATIONAL (OKKK) EQUIPPED WITH
MULTIPLE RUNWAY VISUAL RANGE (RVR) SYSTEMS AS FOLLOWS:

-RWY 33R/15L : 4 RUNWAY VISUAL RANGE SITES

-RWY 33L/15R : 3 RUNWAY VISUAL RANGE SITES

-RWY 34/16 : 4 RUNWAY VISUAL RANGE SITES

THIS INFORMATION IS PROVIDED FOR AWARENESS.

PILOTS ADVISED.

-AIP PAGES AND RELATED CHARTS WILL BE AMENDED ACCORDINGLY.

A0631/25

From 2512070957 to PERM

NOTAMN

E) HAND AMDT

REF AERONAUTICAL INFORMATION REGULATION AND CONTROL AIP AMENDMENT 01/25 EFFECTIVE FROM
30 OCTOBER 2025

-PAGE AD2.OKKK-10.1 (RADIO NAVIGATION AND LANDING AIDS) :

KUA DVOR/DME FREQUENCY 114.5 MHZ.

AMEND TO READ:

KUA DVOR/DME FREQUENCY 114.15 MHZ.

A0637/25

From 2512081019 to PERM

NOTAMN

E) DEPARTURE CLEARANCE VIA DATA LINK (DCL) AVAILABLE ON AMBER TRIAL PERIOD AND AN OPTIONAL
BASIS. FROM 14 DECEMBER 2025 0700.

LOGON CODE : OKKK

DEPARTURE CLEARANCE SHALL BE REQUESTED BETWEEN TOBT
MINUS 20 MINUTES AND TOBT MINUS 10 MINUTES.

DCL MAY BE USED BY ELIGIBLE AIRCRAFT EQUIPPED WITH

CPDLC / AIRCRAFT COMMUNICATION ADDRESSING AND REPORTING SYSTEM AND INDICATED IN ITEM 10
AND ITEM 18.

ACFT MAY REQUEST AIR TRAFFIC CONTROL CLEARANCE VIA DCL OR BY VOICE ON 126.775 MHZ.

RCD MUST INCLUDE PARKING STAND NUMBER.

CDA MUST BE SENT WITHIN 5 MINUTES OF CLOUD.
IN CASE OF ERROR OR TIMEOUT REVERT TO VOICE.
A DEPARTURE CLEARANCE ISSUED VIA DCL BECOMES INVALID IF
THE AIRCRAFT DOES NOT COMMENCE PUSH-BACK OR START-UP
WITHIN 15 MINUTES AFTER SENDING THE CDA (CLEARANCE ACKNOWLEDGEMENT).
IN SUCH CASES. THE PILOT SHALL REQUEST AMBER NEW DEPARTURE CLEARANCE VIA DCL OR BY
VOICE ON KUWAIT DELIVERY 126.775 MHZ.

AIP SUPPLEMENT 13/25 REFERS.

A0672/25

From 2512221043 to PERM

NOTAMN

E) IN ACCORDANCE WITH THE APPLICABLE REGULATIONS AND INSTRUCTIONS
OF THE STATE OF KUWAIT.

ALL SCHEDULED AND NON SCHEDULED FLIGHTS TRANSITING KUWAIT FLIGHT INFORMATION REGION OR
LANDING IN KUWAIT FLIGHT INFORMATION REGION SHALL OBTAIN PRIOR FLIGHT PERMISSION
REGARDLESS THE NATURE OF THE FLIGHT FROM AIR TRANSPORTATION DEPARTMENT VIA EMAIL :
SCHEDULES(AT)DGCA.GOV.KW .

A0232/26

From 2605180605 to 2608142359

NOTAMR A0072/26

E) TEMPORARILY OBSTACLES MOBILE CRANES ERECTED AS FOLLOWING COORDINATES :-

A- 29 13 23.27 NORTHERN LATITUDE 47 58 32.96 E

B- 29 13 22.32 NORTHERN LATITUDE 47 58 30.60 E

C- 29 12 54.79 NORTHERN LATITUDE 47 58 45.18 E

D- 29 12 55.26 NORTHERN LATITUDE 47 58 51.11 E

40M AGL(131FT) , 90M ABOVE MEAN SEA LEVEL (296FT)
DIST FROM RUNWAY 33L THRESHOLD 390 MINIMUM VALUE OF RUNWAY VISUAL RANGE BEARING 45
DEGREES .

A0240/26

From 2605191658 to 2608131200

NOTAMN

E) POTENTIAL GLOBAL POSITIONING SYSTEM SIGNAL INTERFERENCE WITHIN THE VICINITY OF THE
AERODROME .

ARR/DEP PILOTS ARE REQUIRED TO NOTIFY THE RELEVANT AIR TRAFFIC SERVICES UNIT INTERMEDIATE
APPROACH FIX GLOBAL POSITIONING SYSTEM SIGNAL INTERFERENCE OCCURS IN THE AREA .

A0246/26

From 2606010001 to 2607202359

NOTAMN

E) TRIAL STANDARD TAXI ROUTING PROCEDURES IN EFFECT FOR KUWAIT AIRWAYS AND JAZEERA
AIRWAYS DEPARTURE / ARRIVAL AIRCRAFT ONLY .

PARTICIPATING FLIGHTS MAY BE CLEARED VIA PUBLISHED STR .

ALL OTHER OPERATORS TO RECEIVE CONVENTIONAL TAXI INSTRUCTIONS .

ATC MAY ISSUE ALTERNATIVE ROUTINGS AS REQUIRED .

A0247/26

From 2605300617 to 2608272359

NOTAMR A0108/26

E) TEMPORARILY OBSTACLE TOWER CRANE (T2) ERECTED AS FOLLOWING COORDINATES :

29 13 17.64N 47 59 18.89E

HEIGHT : ABOVE GROUND LEVEL 15M (49FT) ABOVE MEAN SEA LEVEL 70M (230FT) RADIUS 80M
DIST : FROM RUNWAY 33R (1370M) BEARING 315 DEGREES .

Lower Limit: GND **Upper Limit:** 230FT AMSL

A0265/26

From 2608150001 to 2609302359

NOTAMN

E) TEMPORARILY OIL RIG ERECTED COORDINATES : -

29 11 28.5850 NORTHERN LATITUDE 47 59 41.7717 E

HIGHT: 59 MINIMUM VALUE OF RUNWAY VISUAL RANGE (193 FEET) ABOVE GROUND LEVEL .

114 MINIMUM VALUE OF RUNWAY VISUAL RANGE (374 FEET) ABOVE MEAN SEA LEVEL LIGHTED

DIST (2,995 MINIMUM VALUE OF RUNWAY VISUAL RANGE) FROM THE RUNWAY 33L BEARING 143 DEGREES MAGNETIC .

Lower Limit: GND **Upper Limit:** 374FT AMSL

A0267/26

From 2607010001 to 2608151200

NOTAMN

E) TEMPORARILY OIL RIG ERECTED COORDINATES : -

29 11 36.2620N 47 59 51.2829 E

HIGHT: 59 MINIMUM VALUE OF RUNWAY VISUAL RANGE (193FT) ABOVE GROUND LEVEL .

115 MINIMUM VALUE OF RUNWAY VISUAL RANGE (377FT) ABOVE MEAN SEA LEVEL LIGHTED

DIST (2,980 MINIMUM VALUE OF RUNWAY VISUAL RANGE) FROM THE RUNWAY 33L BEARING 136 DEGREES MAGNETIC .

Lower Limit: GND **Upper Limit:** 377FT AMSL

A0268/26

From 2606081506 to 2609032359

NOTAMR A0120/26

E) TEMPORARILY OBSTACLE TOWER CRANE ERECTED AS FOLLOWING COORDINATES :

29 11 58.05 NORTHERN LATITUDE 47 59 49.00 E

HIGHT : ABOVE GROUND LEVEL 16 MINIMUM VALUE OF RUNWAY VISUAL RANGE (52FT) ABOVE MEAN SEA LEVEL 74M (243 FEET)

DIST : FROM RUNWAY 33L 2.47 KILOMETRES (2473M) BEARING 305 DEGREES .

Lower Limit: GND **Upper Limit:** 243FT AMSL

A0279/26

From 2606150001 to 2609152359

NOTAMN

E) TEMPORARILY OIL RIG ERECTED COORDINATES : -

29 12 08.28 NORTHERN LATITUDE 48 00 57.78 E

HIGHT: 40 MINIMUM VALUE OF RUNWAY VISUAL RANGE (131FT) ABOVE GROUND LEVEL .

106 MINIMUM VALUE OF RUNWAY VISUAL RANGE (347FT) ABOVE MEAN SEA LEVEL LIGHTED

DIST (2060 MINIMUM VALUE OF RUNWAY VISUAL RANGE) FROM THE RUNWAY 33R BEARING 124.37 DEGREES MAGNETIC .

Lower Limit: GND **Upper Limit:** 347FT AMSL

A0289/26

From 2606210948 to PERM

NOTAMN

E) GROUND CONTROL FREQUENCIES ARE:

GMC-E 121.700 MHZ

GMC-W 121.850 MHZ

THE DESIGNATOR OF FREQUENCY 121.700 MHZ CHANGED FROM GROUND MOVEMENT CHART TO GMC-E .

THIS A NOTICE DISTRIBUTED BY MEANS OF TELECOMMUNICATION CONTAINING INFORMATION CONCERNING THE ESTABLISHMENT, CONDITION OR CHANGE IN ANY AERONAUTICAL FACILITY, SERVICE, PROCEDURE OR HAZARD, THE TIMELY KNOWLEDGE OF WHICH IS ESSENTIAL TO PERSONNEL CONCERNED WITH FLIGHT OPERATIONS AFFECTS AIP PAGES AND RELATED CHARTS AND REFERENCES. AD2.OKKK-13, AD2.OKKK-13.1, AD2.OKKK-15.1, AD2.OKKK-16, AD2.OKKK-17, AD2.OKKK-20, AD2.OKKK-21, AD2.OKKK-22, AD2.OKKK-35, AD2.OKKK-37, AD2.OKKK-73 AD2.OKKK-75, AD2.OKKK-77 AND EN ROUTE 6.1-1 .

A0294/26

From 2606270946 to 2609262359

NOTAMR A0182/26

E) TEMPORARILY OBSTACLES CRANES ERECTED AS FOLLOWING :-

TOWERS CRANE COORDINATES :

(CRANE 1) 29 10 43.8276N 047 59 41.6940E

(CRANE 2) 29 10 46.6752N 047 59 43.2744E

HIGHT : 40M (131FT) ABOVE GROUND LEVEL AND 90M (295FT) ABOVE MEAN SEA LEVEL .

DIST : 4.14 KILOMETRES (4.139M) 153 DEGREES FROM RUNWAY 33L LIGHTED DAY /NIGHT .

ALL PILOTS SHALL FOLLOW AIR TRAFFIC CONTROL INSTRUCTIONS .

Lower Limit: GND **Upper Limit:** 295FT AMSL

A0311/26

From 2607070946 to 2607231400

NOTAMR A0293/26

E) TAXIWAY V4 CLOSING DUE TO MAINTENANCE.

A0312/26

From 2607130001 to 2607260800

NOTAMN

D) DLY BTN 0001-0800

E) STAND (127) ORGANIZED TRACK SYSTEM DUE TO MAINTENANCE .

A0313/26

From 2607081523 to 2609201200

NOTAMN

E) TEMPORARILY OIL RIG ERECTED COORDINATES :-

29 09 53.98 NORTHERN LATITUDE 47 58 24.83 E

HEIGHT : 55 MINIMUM VALUE OF RUNWAY VISUAL RANGE (180 FEET) ABOVE GROUND LEVEL , 99
MINIMUM VALUE OF RUNWAY VISUAL RANGE (324 FT) ABOVE MEAN SEA LEVEL LIGHTED

DIST : (3107 MINIMUM VALUE OF RUNWAY VISUAL RANGE) , (3.11KM) FROM THE RUNWAY 34 BEARING
158 DEGREES MAGNETIC .

Lower Limit: GND **Upper Limit:** 324FT AMSL

A0314/26

From 2607130800 to 2607131100

NOTAMN

E) RUNWAY 33L/15R CLOSING ILS/DME IKIA-IKIB DUE TO MAINTENANCE .

A0315/26

From 2607131400 to 2607131700

NOTAMN

E) ILS/DME RUNWAY 33L/15R (IKIA - IKIB) DO NOT USE DUE TO MAINTENANCE

Other

A0330/17

From 1712231137 to PERM

NOTAMN

E) ANEW CREATE EXTENDED TAXIWAY W14 FROM TAXIWAY W9 TO TAXIWAY W1

A0015/18

From 1801140828 to PERM

NOTAMN

E) TAXIWAY W6 COMPLETELY WITHDRAWN.

A0162/22

From 2204111015 to PERM

NOTAMN

E) PARKING BAY NUMBER 5

CAN BE USE FOR AIRCRAFT TYPE B787 - 800 AND BLUE 787 - 900 .

A0258/22

From 2207191247 to PERM

NOTAMN

E) ALL AIRCRAFT IN TAXI IN PHASE TO AMBER STAND OR GATE EQUIPPED WITH OPERATED
SAFEGATE AIRCRAFT DOCKING GUIDANCE SYSTEM (SADGS)

SHALL FOLLOW THE SADGS . IN CASE THE STAND OR THE GATE IS NOT EQUIPPED WITH SADGS OR THE

SADGS IS INOPERTIONAL .
THE AIRCRAFT SHALL FOLLOW THE MARSHALLER INSTRUCTIONS .

A0287/22

From 2207280845 to PERM
NOTAMN
E) HAND AMENDMENT AIP PAGES .
AERODROME ELEVATION CHANGED TO 205FT INSTEAD OF 204FT.
AMEND AIP PAGE AD2 . OKBK-1 , CHART AD2. OKBK-13,
AD2. OKBK-17 , AD2.OKBK-19 , AD2.OKBK-20 , AD2.OKBK-21 ,
AD2.OKBK-22 ,AD2.OKBK-27 AND AD2.OKBK-29 ACCORDINGLY.)

A0310/22

From 2208230716 to PERM
NOTAMN
E) HAND AMENDMENT
PERIOD OF VALIDITY OF THE AERODROME CERTIFICATE
OKBK KUWAIT INTERNATIONAL AIRPORT HAS BEEN EXTENDED
TILL 31 . 12 .2022 .
AMEND AIP PAGE AERODROME 1.5-1 ACCORDINGLY .

A0311/22

From 2208230744 to PERM
NOTAMN
E) AIRCRAFT STANDS J , K ,L ,M AND NORTHERN LATITUDE AT WESTERN APRON
COMPLETELY WITHDRAWN .

A0334/22

From 2209130822 to PERM
NOTAMN
E) HAND AMENDMENT
REF AIP PAGE AD2.OKBK-11 POINT 2.23 MISS APPROACH FOR
SRA SERVICE TO RUNWAY 33L/15R AND RUNWAY 33R/15L COMPLETELY
WITHDRAWN .
AMEND AIP PAGE AERODROME 2,OKBK-11 ,AD 1.1-3 AND AERODROME 1.1-4 ACCORDINGLY .

A0345/22

From 2209190819 to PERM
NOTAMN
E) AIRCRAFT STAND NUMBER 3 ACCOMMODATED WITH MAXIMUM WING
SPAN 65M OR LESS CLEAR AIR TURBULENCE E AIRCRAFT (NOSE IN/ PUSH BACK) .
AMEND AIP PAGE AERODROME 2.OKBK-15.1 ACCORDINGLY.

A0372/22

From 2210100937 to PERM
NOTAMN
E) NEW OBSTACLE STEEL TOWER ERECTION ERECTED AS FLW:-
COORD : 29 12 17.50N 47 59 49.20E
HIGHT 30M .(99FT)AGL
90M (294FT) AMSL
DIST 0.88KM (875M) FROM RUNWAY 33R TO THE OBSTACLE BEARING 190 DEGREES .

Lower Limit: GND Upper Limit: 294FT AMSL

A0480/22

From 2302230001 to PERM

NOTAMN

E) FOUR LETTERS LOCATION INDICATOR OF KUWAIT INTERNATIONAL AIRPORT WILL BE CHANGED FROM OKBK TO OKKK .

FOLLOW AERONAUTICAL INFORMATION REGULATION AND CONTROL AIP AMENDMENT EFFECTIVE DATE 23 FEBRUARY 2023.

A0025/23

From 2301250833 to PERM

NOTAMN

E) NEW PARKING BAY ESTABLISHED AT WESTERN APRON
(EAST SIDE) COORDINATES : 29 14 23.3N 047 58 20.7E
DESIGNATED AS B3 GATE ONLY FOR USE BY BUS ONLY .

AMEND AIP PAGE AD2.OKBK-15.1 ACCORDINGLY.

Latest AIP Amendments:

AIRAC AIP AMDT 1/25 AIRAC AMDT

AIP Supplements in force:

AIRAC AIP SUP 10/25 AIRAC

AIP SUP 2/19 SUP

AIP SUP 11/24 SUP

AIP SUP 5/25 SUP

AIP SUP 6/25 SUP

AIP SUP 7/25 SUP

AIP SUP 8/25 SUP

AIP SUP 11/25 SUP

AIP SUP 13/25 SUP

AIP SUP 14/25 SUP

AIP SUP 15/25 SUP

AIP SUP 1/26 SUP

AIP SUP 2/26 SUP

AICs in force:

AIC 1/23 AIC

AIC 1/25 AIC