

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

- 1 ANNEX 1 - PERSONNEL LICENSING, 14th Edition, July 2022, Amendment 179: NIL differences.
- 2 ANNEX 2 - RULES OF THE AIR, 11th Edition, July 2024, Amendment 48: NIL differences.
- 3 ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION, 20th Edition, July 2018, Amendment 81: NIL differences.
- 4 ANNEX 4 - AERONAUTICAL CHARTS, 11th Edition, July 2009, Amendment 62: NIL differences.
- 5 ANNEX 5 - UNITS OF MEASUREMENT, 5th Edition, July 2010, Amendment 17: NIL differences.
- 6 ANNEX 6 - OPERATIONS OF AIRCRAFT Part I, 12th Edition, July 2022, Amendment 49.

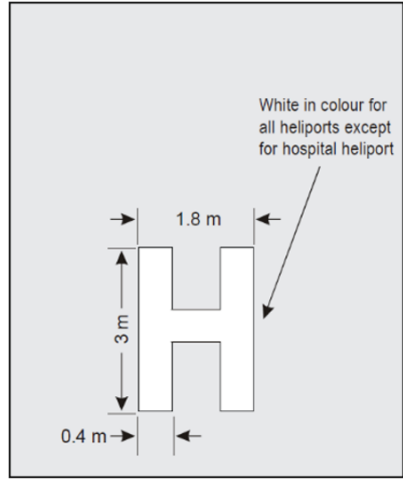
Reference		Difference
Chapter 4	4.7.2.1	Partially implemented on twin engine turbine aircraft, not including aircraft with more than two turbine engines.
	4.7.2.2	Fully implemented for twin-engine turbine aircraft.
	4.7.2.3.1	Partially implemented on twin engine turbine aircraft, not including aircraft with more than two turbine engines.
	4.7.2.5	Currently applicable to twin engine turbine aircraft only.
Chapter 6	6.18.1	Time limited exemption (TLE) granted of 12 months until 31 December – Applicable only on certain aircraft types.

- 7 ANNEX 6 - OPERATIONS OF AIRCRAFT Part II, 11th Edition, July 2022, Amendment 41: NIL differences.
- 8 ANNEX 6 - OPERATIONS OF AIRCRAFT Part III, 11th Edition, July 2022, Amendment 25.

Reference		Difference
Chapter 4	4.3.1.1.4	Applicable to all Turbine-engine helicopters with a Maximum certified take-off mass (MCTOM) of 2,250 KG or more.

- 9 ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 6th Edition, July 2012 Amendment 7: NIL differences.
- 10 ANNEX 8 - AIRWORTHINESS OF AIRCRAFT, 13th Edition, July 2022, Amendment 109 : NIL differences.
- 11 ANNEX 9 - FACILITATION, 16th Edition, July 2022, Amendment 29: NIL differences.
- 12 ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS Volume I, 8th Edition, July 2018, Amendment 93: NIL differences.
- 13 ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS Volume II, 7th Edition, July 2016, Amendment 93: NIL differences.
- 14 ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS Volume III, 2nd Edition, 2007, Amendment 92: NIL differences.
- 15 ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS Volume IV, 5th Edition, July 2014, Amendment 91: NIL differences.
- 16 ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS Volume V, 3rd Edition, July 2013, Amendment 89: NIL differences.
- 17 ANNEX 11 - AIR TRAFFIC SERVICES, 15th Edition, July 2018, Amendment 53: NIL differences.
- 18 ANNEX 12 - SEARCH AND RESCUE, 9th Edition, July 2024, Amendment 19: NIL differences.
- 19 ANNEX 13 - AIRCRAFT ACCIDENT INVESTIGATION, 13th Edition, July 2024, Amendment 19: NIL differences.
- 20 ANNEX 14 - AERODROMES Volume I, 9th Edition, July 2022, Amendment 17: NIL differences.

21 ANNEX 14 - AERODROMES Volume II, 5th Edition, July 2020, Amendment 9.

Reference		Difference
Chapter 5	5.2.2.6	Heliport identification marking for a heliport at a hospital shall consist of a letter H, red in colour, not including a white cross in the background.
	Figure 5-4	

22 ANNEX 15 - AERONAUTICAL INFORMATION SERVICES, 16th Edition, July 2018, Amendment 43: NIL differences.

23 ANNEX 16 - ENVIRONMENTAL PROTECTION Volume I, 8th Edition, July 2017, Amendment 14: NIL differences.

24 ANNEX 16 - ENVIRONMENTAL PROTECTION Volume II, 5th Edition, July 2023, Amendment 11: NIL differences.

25 ANNEX 16 - ENVIRONMENTAL PROTECTION Volume III, 1st Edition, July 2017, Amendment 2: NIL differences.

26 ANNEX 16 - ENVIRONMENTAL PROTECTION Volume IV, 2nd Edition, July 2023: NIL differences.

27 ANNEX 17 - SECURITY, 12th Edition, July 2022, Amendment 18: NIL differences.

28 ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 4th Edition, July 2011, Amendment 12: NIL differences.

29 ANNEX 19 - SAFETY MANAGEMENT, 2nd Edition, July 2016, Amendment 1: NIL differences.

30 PROCEDURES FOR AIR NAVIGATION SERVICES, AIR TRAFFIC MANAGEMENT (PANS-ATM, Doc 4444) 16th Edition, 2016, Amendment 12:

4.9.1.2 Within the Doha TMA an alternate application (RECAT) of the Wake Turbulence Separation Minima is applied. This alternative (RECAT) application corresponds with the Implementation of RECAT-EU as described in EUROCONTROL Document, "RECAT-EU" European Wake Turbulence Categorisation and Separation Minima on Approach and Departure", Edition no.1.2, Edition Date 14/02/2018. The alternate (RECAT) application distinguishes six (A to F) Wake Turbulence Groups (WTG) of aircraft based on wake generation and resistance characteristics of the aircraft depending primarily on maximum certificated take-off mass, wing characteristics and speeds.

See ENR 1.6 item 2.2.5 RE-CATEGORISATION WAKE TURBULENCE SEPARATION MINIMA (RECAT).

6.7.3.2.1 Independent parallel approaches

During independent parallel approaches at Hamad International Airport, (distance between RWYs: 2000 m), the following provisions do not apply:

6.7.3.2.1 h) and j) 1).

31 PROCEDURES FOR AIR NAVIGATION SERVICES, AIRCRAFT OPERATIONS (PANS-OPS, Doc 8168) Volume I - Flight Procedures, 6th Edition, 2018, Amendment 11: NIL differences.

32 PROCEDURES FOR AIR NAVIGATION SERVICES, AIRCRAFT OPERATIONS (PANS-OPS, Doc 8168) Volume II - Construction of Visual and Instrument Flight Procedures, 7th Edition, 2020, Amendment 10: NIL differences.

33 PROCEDURES FOR AIR NAVIGATION SERVICES, AIRCRAFT OPERATIONS (PANS-OPS, Doc 8168) Volume III - Aircraft Operating Procedures, 1st Edition, 2018, Amendment 3: NIL differences.

- 34 PROCEDURES FOR AIR NAVIGATION SERVICES, AERODROMES (Doc 9981), 3rd Edition, 2020, Amendment 4: NIL differences.
- 35 PROCEDURES FOR AIR NAVIGATION SERVICES, AERONAUTICAL INFORMATION MANAGEMENT (PANS-AIM, Doc 10066), 1st Edition, 2018, Amendment 2: NIL differences, except the requirement to publish a snow plan (5.2.2.1(t), 5.2.2.2 and Appendix 2 Contents of the Aeronautical Information Publication (AIP) - AD 1.2).

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