

CIVIL AVIATION REGULATIONS, 1996 (LI 1617).

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IN exercise of the powers conferred on the Minister responsible for Transport and Communications by section 25 of the Civil Aviation Law, 1986 (P.N.D.C.L. 151) and in consultation with the Board these Regulations are made this 20th day of February, 1996.

PART I—REGISTRATION AND MARKING OF AIRCRAFT

Regulation 1—Aircraft to be Registered.

(1) No aircraft shall fly over Ghana unless it is registered in—

(a) a Contracting State; or

(b) a country in relation to which there is in force an agreement between the Ghana Government and the Government of that Country which makes provision for the flight over Ghana of aircraft registered in that country; or

(c) a member country of the Commonwealth.

(2) Notwithstanding sub-regulation (1) (a) of this regulation a glider may fly unregistered, and shall be deemed to be registered in Ghana for the purposes of regulations 12, 13, 19 and 32 on any flight which—

(a) begins and ends in Ghana without passing over any other country, and is not for the purpose of public transport or aerial works; and

(b) any aircraft may fly unregistered and is in accordance with the "B Condition" set forth in Schedule 2 of these Regulations.

(3) Sub-regulation (2) shall not apply to any kite or captive balloon.

(4) If an aircraft flies over Ghana in contravention of sub-regulation (1) in such manner or circumstances that if it had been registered in Ghana an offence against these Regulations or any rules would have been committed the same offence shall be deemed to have been committed in respect of that aircraft.

Regulation 2—Registration of Aircraft in Ghana.

(1) The Authority shall be the authority for the registration of civil aircraft in Ghana and shall keep the register on its premises.

(2) Subject to the provisions of this regulation, an aircraft shall not be registered or continue to be registered in Ghana if it appears to the Authority that—

- (a) the aircraft is registered outside Ghana and that such registration does not cease by operation of law upon the aircraft being registered in Ghana;
- (b) an unqualified person holds any legal or beneficial interest by way of ownership in the aircraft or any share therein;
- (c) the aircraft could more suitably be registered in a member country of the Commonwealth, or an African Country; or
- (d) it would be inexpedient in the public interest for the aircraft to be or to continue to be registered in Ghana.

(3) No aircraft shall be registered under these Regulations unless—

- (a) it is owned by a Ghanaian citizen or any body corporate registered and having its principal place of business in Ghana and some of whose directors or partners are Ghanaian citizens;
- (b) proof of ownership has been submitted and also that the aircraft is not registered in any other State;
- (c) proof of no liens has been established;
- (d) an application for registration has been made containing such details as the Authority may require.

(4) If an unqualified person residing or having a place of business in Ghana holds a legal or beneficial interest by way of ownership in an aircraft or share therein, the Authority upon being satisfied that the aircraft may otherwise be the properly so registered, may register the aircraft in Ghana. The person aforesaid shall not cause or permit the aircraft, while it is registered in pursuance of this sub-regulation to be used for the purpose of public transport or aerial work.

(5) If an aircraft is chartered by demise to a person qualified as aforesaid the Authority may, whether or not an unqualified person is entitled as owner to a legal or beneficial interest therein, register the aircraft in Ghana in the name of the charterer upon being satisfied that the aircraft may otherwise be properly so registered, and subject to the provisions of this regulation the aircraft may remain so registered, during the continuation of the charter.

(6) Application to register an aircraft in Ghana shall be made in writing to the Authority, and shall be accompanied by such particulars and evidence relating to the aircraft and the ownership and chartering thereof as the Authority may require to enable it to determine whether the aircraft may properly be registered in Ghana and to issue the certificate of registration.

In particular, the application shall include the proper description of the aircraft, according to column 4 of the “General Classification of Aircraft” set forth in Part A of Schedule 1 to these Regulations.

(7) Upon receiving an application for the registration of an aircraft and being satisfied that the aircraft may properly be so registered, the Authority shall register the aircraft, wherever it may be, and shall include in the register the following particulars—

- (a) the number of the certificate;

(b) the nationality mark of the aircraft and the registration mark assigned to it by the Authority;

(c) the name of the constructor of the aircraft and its designation;

(d) the serial number of the aircraft;

(e) the name and address of every person who is entitled, as owner to a legal interest in the aircraft which is the subject of the purchase agreement, the name and address of the hirer where applicable; or

(f) in the case of an aircraft registered under sub-regulation (4) or (5) of this regulation an indication that it is so registered.

(8) The Authority shall give the person in whose name the aircraft is registered (hereafter in this regulation referred to as "the registered owner") a certificate of registration, which shall include the particulars specified in sub-regulation (7) and the date on which the certificate was issued.

(9) Notwithstanding sub-regulations (8) and (10) of this regulation, the Authority shall not be required to furnish a certificate of registration if the registered owner is the holder of all aircraft dealer's certificate granted under these Regulations who has made that known to the Authority and has not withdrawn a statement of his intention that the aircraft is to fly only in accordance with the conditions set forth in Part C of Schedule 1 to these Regulations and in that case the aircraft shall fly only in accordance with those conditions.

(10) The authority may grant to any qualified person an aircraft dealer's certificate if it is satisfied that he has a place of business in Ghana for buying and selling aircraft.

(11) Subject to sub-regulations (4) and (5) of this regulation, if at any time after an aircraft has been registered in Ghana an unqualified person becomes entitled to a legal or beneficial interest by way of ownership in the aircraft or a share therein, the registration of the aircraft shall become certificate of registration shall be the Authority for cancellation.

(12) A person who is the registered owner of an aircraft registered in Ghana shall inform the Authority in writing of—

(a) any change in the particulars which were furnished to the authority for the registration of the aircraft;

(b) the destruction of the aircraft or its permanent withdrawal from use; and

(c) in the case of an aircraft registered under sub-regulation (5) of this regulation, the termination of the demise charter.

(13) A person who becomes the owner of an aircraft registered in Ghana shall immediately inform the Authority in writing to that effect.

(14) The Authority may, whenever it appears to it necessary or appropriate to do so for giving effect to this regulation or for bringing up to date or otherwise correcting the particulars entered on the register on a written notice to the registered owner, amend the register or cancel the registration of the aircraft, if it is satisfied that there has been a change in the ownership of the aircraft.

(15) The Authority may, by regulations, adapt or modify the foregoing provisions of this regulation as it thinks necessary or expedient to provide for the temporary transfer of aircraft to or from the Ghana register, either generally or in relation to a particular case or class of cases.

(16) In this regulation references to an interest in an aircraft do not include an interest in an aircraft to which a person is entitled only by virtue of his membership of a flying club, and the reference in sub-regulation (12) of this regulation to the registered owner of an aircraft includes in the case of a deceased person, his legal personal representative, and in the case of any body corporate which has been dissolved, its successor.

(17) Nothing in this regulation shall require the Authority to cancel the registration of an aircraft if in its opinion it would be inexpedient in the public interest to do so.

(18) The registration of an aircraft which is the subject of an undischarged mortgage entered between parties shall not become void by virtue of sub-regulation (11) of this regulation, nor shall the Authority cancel the registration of such an aircraft pursuant to this regulation unless all persons shown in the Register of Aircraft Certificate of Registration as mortgage Operators/Lessees/Charterers of that aircraft have consented to the cancellation.

Regulation 3—Nationality and Registration Marks.

(1) An aircraft (other than an aircraft permitted by or under these Regulations to fly without being registered) shall not fly unless it bears painted thereon or affixed thereto, in the manner required by the law of the country in which it is registered, the nationality and registration marks required by that law.

(2) The marks to be borne by aircraft registered in Ghana shall comply with Part B of Schedule 1.

(3) An aircraft shall not bear any marks which purport to indicate—

(a) that the aircraft is registered in a country in which it is not in fact registered; or

(b) that the aircraft is a state aircraft of a particular country if it is not in fact such an aircraft, unless the appropriate authority of that country has sanctioned the bearing of such marks.

PART II—AIR OPERATOR'S CERTIFICATE

Regulation 4—Issue of Certificate.

(1) An aircraft registered in Ghana shall not fly on any flight for the purpose of public transport, otherwise than under and in accordance with the terms of an Air Operator's Certificate granted to the operator of the aircraft under sub-regulation (2) of this regulation, certifying that the holder of the certificate is competent to secure that the aircraft operated by him on such flights as that in question are operated safely.

(2) The Authority may grant to any person applying for an air operator's certificate the certificate if it is satisfied that that person is competent having regard in particular to his previous conduct and experience, his received manuals, his equipment, organisation, staffing, maintenance and other arrangements, to secure the safe operation of an aircraft of the types specified in the certificate on flights of the description and for the purposes so specified.

(3) The certificate may be granted subject to such conditions as the Authority thinks fit and shall, subject to the provisions of regulation 65 of these Regulations, remain in force for the period specified in the certificate.

(4) Each application for an A.O.C. shall be made in the form and manner and contain information prescribed by the Authority. Each applicant must submit his application at least 60 days before the date of intended operation. Each application must contain as a minimum:

(a) a completely filled out Application for an Operator's Certificate,

(b) a completely filled out set of Specific Operating Provisions,

(c) an operations manual, maintenance manual, and any other manual(s) deemed appropriate to the operation which meet the criteria provided for in the I.C.A.O. Annexes and related guidance material,

(d) detailed description of how the applicant intends to show compliance with each provision of the applicable regulations;

(e) date aircraft will be ready and available for inspection and

(f) desired date for operation to commence.

Regulation 5—Specific Operating Provisions.

(1) All holders of an A.O.C. must comply with Specific Operating Provisions (SOPs), which are a part of and issued in conjunction with, the Certificate. These SOPs provide additional information, authorizations and limitations approved by the Authority that are utilized to supplement the general provisions of the basic Certificate.

(2) Specific Operating Provisions may be divided into separate parts as follows—

Part A: General Provisions

Part B: En-route Authorisations and Limitations

Part C: Aerodrome Authorisations and Limitations

Part D: Maintenance

Part E: Mass and Balance

Part F: Interchange of Equipment Operations

Part G: Aircraft Leasing Operations

Regulation 6—Certificate of Airworthiness to be in Force.

(1) An aircraft shall not fly unless there is in force in respect of it a certificate of airworthiness duly issued or valid under the law of the country in which the aircraft is registered, and any conditions subject to which the certificate was issued or rendered valid are complied with.

(2) Sub-regulation (1) shall not apply to flights, beginning and ending in Ghana without passing over any country of—

- (a) a glider, if it is not being used for the public transport of passengers or aerial work;
 - (b) a balloon, if it is not being used for the public transport of passengers;
 - (c) a kite;
 - (d) an aircraft flying in accordance with the “A Conditions” or the “B Conditions” set forth in Schedule 2 to these Regulations; or
 - (e) an aircraft flying in accordance with the conditions of a permit to fly issued by the Authority in respect of that aircraft.
- (3) In the case of an aircraft registered in Ghana the certificate of airworthiness referred to in sub-regulation (1) of this regulation shall be a certificate issued or rendered valid in accordance with the provisions of regulation 7.

Regulation 7—Issue, Renewal, etc. of Certificate of Airworthiness.

- (1) The Authority may issue a certificate of airworthiness for any aircraft if it is satisfied that the aircraft is fit to fly having regard to—
- (a) its design, construction, workmanship and materials (including in particular any engines fitted therein), and of any equipment carried in the aircraft which it considers necessary for the airworthiness of the aircraft; and
 - (b) the results of flying trials, and such other tests of the aircraft as the Authority may require; except that if the Authority has issued a certificate of airworthiness in respect of an aircraft which in its opinion is a prototype aircraft or a modification of a prototype aircraft, it may dispense with flying trials if it is satisfied that it conforms to such prototype or modification.
- (2) Every certificate of airworthiness shall specify such categories as are, in the opinion of the Authority, appropriate to the aircraft in accordance with Schedule 3 and the certificate may be issued subject to the condition that the aircraft shall be flown only for the purposes indicated in Schedule 3 in relation to those categories.
- (3) The Authority may issue the certificate of airworthiness subject to such other conditions relating to the airworthiness of the aircraft, as it thinks fit.
- (4) The certificate of airworthiness may designate the performance group to which the aircraft belongs for the purposes of the requirements referred to in regulation 29(1).
- (5) The Authority may, subject to such conditions as it thinks fit, issue a certificate of validation rendering valid for the purposes of these Regulations an airworthiness certificate issued in respect of any aircraft under the law of any country other than Ghana.
- (6) Subject to the provisions of this regulation and of regulation 60 a certificate of airworthiness or validation issued under this regulation shall remain in force for such periods as may be specified therein, and may be renewed by the Authority for such further period as it thinks fit.
- (7) A certificate of airworthiness or a certificate of validation issued in respect of an aircraft shall cease to be in force—

(a) if the aircraft, or such of its equipment as is necessary for the airworthiness of the aircraft is overhauled, repaired or modified, or if any part of the aircraft or of such equipment is removed or is replaced, otherwise than in a manner and with material of a type approved by the Authority either generally or in relation to a class of aircraft or to the particular aircraft; or

(b) until the completion of any inspection of the aircraft or of any such equipment as aforesaid, being an inspection required by the Authority to be made to ascertain whether the aircraft remains airworthy; or

(c) until the completion to the satisfaction of the Authority of any modification of the aircraft or of any such equipment as aforesaid, being a modification required by the Authority for the purpose of ensuring that the aircraft remains airworthy.

(8) Without prejudice to any other provision of these regulations the Authority may, for the purposes of this regulation, accept reports given to it by a person whom it may approve either absolutely or subject to such conditions as the Authority thinks fit as qualified to give such reports.

(9) The Authority shall cause to be prepared and preserved in relation to each aircraft registered in Ghana a record enabling the aircraft (including in particular its engine) and such of its equipment as the Authority may have considered necessary for the airworthiness of the aircraft in issuing, varying or rendering valid a certificate of airworthiness of the aircraft in issuing, varying or rendering valid a certificate of airworthiness to be identified with the drawings and other documents on the basis of which the certificate was issued, varied or rendered valid as the case may be. All equipment so identified shall for the purposes of these regulations be deemed to be equipment necessary for the airworthiness of the aircraft.

(10) The Authority shall cause record to be produced for examination upon request at any reasonable time by any person who, in the opinion of the Authority has reasonable grounds for requiring to examine the record.

Regulation 8—Certificate of Maintenance Review.

(1) An aircraft registered in Ghana in respect of which a certificate of airworthiness in either the transport or in the aerial work category is in force shall not fly unless—

(a) the aircraft including in particular its engines, together with its equipment and radio station is maintained in accordance with a maintenance schedule approved by the Authority in relation to that aircraft; and

(b) there is in force a certificate (in these regulations referred to as a "certificate of maintenance review") issued in respect of the aircraft in accordance with the provisions of this regulation and the certificate shall certify the date on which the maintenance review was carried out and the date thereafter when the next review is due.

(2) The approved maintenance schedule referred to in sub-regulation (1) of this regulation shall specify the occasions on which a review must be carried out for the purpose of issuing a certificate of maintenance review.

(3) A certificate of maintenance review may be issued for the purpose of these regulations only by—

- (a) the holder of an aircraft maintenance engineer's licence—
 - (i) granted under these Regulations being a licence which entitles him to issue that certificate;
 - (ii) granted under the law of a country other than Ghana and rendered valid under these regulations in accordance with the privileges endorsed on the licence, or
 - (iii) granted under the law of any such country as may be prescribed in accordance with the privileges endorsed on the licence and subject to any conditions which may be prescribed;
 - (b) a person whom the Authority has authorised to issue a certificate of maintenance review in a particular case, and in accordance with that authority; or
 - (c) a person approved by the Authority as being competent to issue such certificates, and in accordance with that approval;
- (4) Where the authority approves a maintenance schedule the Authority may direct that certificates of maintenance review relating to that schedule, or to any part thereof specified in its direction, may be issued only by the holder of such a licence as is so specified.
- (5) A person referred to in sub-regulation (3) shall not issue a certificate of maintenance review unless he has first verified that—
- (a) maintenance has been carried out on the aircraft in accordance with the maintenance schedule approved for that aircraft;
 - (b) inspections and modifications required by the Authority as provided in regulation 6 of these regulations have been completed as certified in the relevant certificate of release to service issued in accordance with regulation 9;
 - (c) defects entered in the technical log of the aircraft in accordance with regulation 9 of these regulations have been rectified or the rectification has been deferred in accordance with procedures approved by the Authority; and
 - (d) certificates of release to service have been issued in accordance with regulation 10 of these Regulations and for this purpose the operator of the aircraft shall make available to that person such information as is necessary.
- (6) A certificate of maintenance review shall be issued in duplicate. One copy of the most recently issued certificate shall be carried in the aircraft when regulation 60 of these Regulations so requires, and the other shall be kept by the operator elsewhere than in the aircraft.
- (7) Subject to the provisions of regulation 60 of these Regulations each certificate of maintenance review shall be preserved by the operator of the aircraft for a period of 2 years after it has been issued.

Regulation 9—Technical Log.

- (1) A technical log shall be kept in respect of an aircraft registered in Ghana being an aircraft in respect of which a certificate of airworthiness in either the transport or in the aerial work category is in force.

(2) At the end of every flight by an aircraft to which the provisions of this regulation apply, the commander of the aircraft shall enter in the technical log—

(a) The times when the aircraft took off and landed;

(b) particulars of any defect which is known to him and which affects the airworthiness, or safe operation of the aircraft, or if no such defect is known to him, an entry to that effect;

(c) such other particulars in respect of the airworthiness or operation of the aircraft as the Authority may require, in a technical log, or in the case of an aircraft which is not operated by a person who is the holder of or is required by regulation 4(2) of these Regulations to hold an air operator's certificate, in such other record as the Authority shall approve and the commander or operator shall sign and date the entries.

(3) For purposes of sub-regulation (2) of this regulation, where there are a number of consecutive flights each of which begins and ends—

(a) within the same period of 24 hours;

(b) at the same aerodrome, except where each such flight is for the purpose of dropping or projecting any material for agricultural, public health or similar purposes; and

(c) with the same person as commander of the aircraft;

the commander of the aircraft, may, except where he becomes aware of a defect during an earlier flight, make the entries in a technical log at the end of the last of such consecutive flights.

(4) Upon the rectification of any defect which has been entered in a technical log in accordance with sub-regulation (2) or (3) of this regulation a person issuing a certificate of release to service required by regulation (10) of these Regulations in respect of that defect shall enter the certificate in the technical log in such a position as to be readily identifiable with the defect to which it relates.

(5) The technical log referred to in this regulation shall be carried in the aircraft where regulation 60 of these Regulations so requires and copies of the entries referred to in this regulation shall be kept on the ground except that in the case of an aeroplane of which the maximum total weight authorised does not exceed 2,730kg, or a helicopter if it is not reasonably practicable for the copy of the technical log to be kept on the ground it may be carried in the aeroplane or helicopter, in a container approved by the Authority for that purpose.

(6) Subject to the provisions of regulation 64 of these Regulations a technical log or such approved record required by these Regulations shall be preserved by the operator of the aircraft to which it relates until a date 2 years after the aircraft has been destroyed or has been permanently withdrawn from use, or for such shorter period as the Authority may permit in a particular case.

Regulation 10—Inspection, Overhaul, Repair, Replacement and Modification.

(1) Except as provided in sub-regulation (3) of this regulation an aircraft registered in Ghana in respect of which a certificate of airworthiness issued or rendered valid under this regulation is in force shall not fly unless there is in force a certificate of release to service issued in accordance with this regulation if the aircraft or any part of the aircraft or such of its equipment as is necessary

for the airworthiness of the aircraft has been overhauled, repaired, replaced, modified, maintained, or has been inspected as provided in regulation 7 (7) (b) of these Regulations.

(2) Notwithstanding sub-regulation (1) of this regulation where a repair or other replacement of a part of the aircraft or its equipment is carried out when the aircraft is at a place where it is not reasonably practicable for the repair or replacement to be carried out in such a manner that a certificate of release to service can be issued, or for such certificate to be issued while the aircraft is at that place, it may fly to a place—

(a) where the aircraft can, in the reasonable opinion of the commander, safely fly by a route for which it is properly equipped; and

(b) to which it is reasonable to fly having regard to any hazards to the liberty or health of any person on board;

at which a certificate can be issued and in such case the commander of the aircraft shall cause written particulars of the flight, and the reasons for making it, to be given to the Authority within 10 days thereafter.

(3) Nothing in sub-regulation (1) or (2) of the regulation shall require a certificate of release to service to be in force in respect of an aircraft of which the maximum total weight authorised does not exceed 2,730kgs and in respect of which a certificate of airworthiness of the special category is in force, unless the Authority gives a direction to the contrary in a particular case.

(4) Nothing in sub-regulation (1) or (2) of this regulation shall prevent an aircraft in respect of which there is in force a certificate of airworthiness in the private or special categories and whose maximum total weight authorised does not exceed 2,730kgs. from flying if the only repairs or replacements in respect of which a certificate of release to service is not in force are of such description as may be prescribed and have been carried out personally by the owner or operator of the aircraft being the holder of a pilot's licence granted or rendered valid under these Regulations. In that event the owner or operator, as the case may be, of the aircraft shall keep in the aircraft log book kept in respect of the aircraft pursuant to regulation 15 of these Regulations a record which identifies the repair or replacement and shall sign and date the entries and subject to the provisions of regulation 64 of these Regulations shall preserve the log book for the period specified in regulation 15 of these Regulations. Any equipment or parts used in carrying such repairs replacements shall be of a type approved by the Authority whether generally or in relation to a class of aircraft or the particular aircraft.

(5) Neither—

(a) equipment provided in compliance with Schedule 5 to these Regulations except paragraph (3) thereof; or

(b) radio apparatus provided for use in an aircraft or in any survival craft carried in an aircraft, whether or not such apparatus is provided in compliance with these Regulations or any other regulations;

shall be installed or placed on board for use in an aircraft registered in Ghana after being overhauled, repaired, modified or inspected, unless there is in force in respect thereof at the time

when it is installed or placed on board a certificate of release to service issued in accordance with this regulation.

(6) A certificate of release to service shall—

(a) certify that the aircraft or any part therefor or its equipment has been overhauled, repaired, replaced, modified or maintained as the case may be, in a manner and with material of a type approved by the Authority either generally or in relation to a class of aircraft or the particular aircraft and shall identify the overhaul, repairs, replacement, modification or maintenance to which the certificate relates and shall include particulars of the work done; and

(b) certify in relation to any inspection required by the Authority that the aircraft or the part thereof or its equipment, as the case may be, has been inspected in accordance with the requirements of the Authority and that any consequential repair, replacement or modification has been carried out as aforesaid.

(7) A certificate of release to service may be issued for the purpose of this regulation only by—

(a) the holder of an aircraft maintenance engineer's licence—

(i) granted under these Regulations being a licence which entitles him to issue that certificate;

(ii) granted under the law of a country other than Ghana and rendered valid under these Regulations, in accordance with the privileges endorsed on the licence;

(iii) granted under the law of any such country as may be prescribed in accordance with the privileges endorsed on the licence and subject to any conditions which may be prescribed,

(b) the holder of an aircraft maintenance engineer's licence or authorisation as such an engineer granted or issued by or under the law of any Contracting State other than Ghana and the overhaul, repair, replacement, modification or inspection has been carried out only in respect of aircraft of which the maximum total weight authorised does not exceed 2,730kg. and in accordance with the privileges endorsed on the licence;

(c) a person approved by the Authority as being competent to issue such certification, and in accordance with that approval;

(d) a person whom the Authority has authorised to issue the certificate in a particular case, and in accordance with the authority; or

(e) the holder of an Aircraft Transport Pilot's Licence (Aeroplanes) or a Flight Navigator's Licence granted or rendered valid under these Regulations in relation only to the adjustment and compensation of direct reading magnetic compasses.

(8) Subject to regulation 64, a certificate of release to service shall be preserved by the operator of the aircraft to which it relates for the period of time for which he is required to preserve the log book relating to the same part of the aircraft or to the same equipment or apparatus as the case may be.

(9) In this regulation, the expression "repair" includes in relation to a compass the adjustment and compensation thereof.

Regulation 11—Licensing of Maintenance Engineers.

- (1) The Authority may grant aircraft maintenance engineer's licences, subject to such conditions as it thinks fit, of a category specified in Schedule 4, to these Regulations upon its being satisfied that the applicant is a fit person to hold the license and has furnished such evidence and passed such examinations and tests as the Authority may require of him for the purpose of establishing that he has sufficient knowledge, experience, competence and skill in aeronautical engineering.
- (2) The Authority may include in a licence of any category, a rating, subject to such conditions as it thinks fit, specifying a type of aircraft or equipment, upon being satisfied that the applicant is qualified to issue the certificates specified in Schedule 4 in relation to that category in respect of aircraft or equipment of that type, and a rating shall be deemed to form part of the licence.
- (3) A licence of any category shall, subject to any conditions included in the licence, entitle the holder to issue the certificates specified in Schedule 4 in relation to that category in respect of aircraft, or equipment of a type specified in a rating included in the licence.
- (4) A licence shall subject to regulation 65 remain in force for the periods specified therein, not exceeding 5 years but may be renewed by the Authority from time to time upon its being satisfied that the applicant is a fit person and is qualified as aforesaid.
- (5) The Authority may issue a certificate rendering valid for the purposes of this regulation any licence as an aircraft maintenance engineer granted under the law of any country other than Ghana and such certificate may be issued subject to such conditions, and for such period, as the Authority thinks fit.
- (6) Two passport size photographs shall accompany an application for a licence and the applicant shall pay the appropriate fee for the issue of the licence.
- (7) Upon receiving a licence granted under this regulation, the holder shall forthwith sign his name thereon in ink with his ordinary signature.

Regulation 12—Equipment of Aircraft.

- (1) An aircraft shall not fly unless it is so equipped as to comply with the law of the country in which it is registered and to enable lights and markings to be displayed, and signals to be made, in accordance with these Regulations.
- (2) In the case of any aircraft registered in Ghana the equipment required to be provided in addition to any other equipment required by or under these Regulations shall be that specified in such parts of Schedule 5 to these Regulations as are applicable in the circumstances and shall comply with the provisions of that Schedule. The equipment except that specified in paragraph 3 of Schedule 5 shall be of a type approved by the Authority either generally or in relation to a class of aircraft or in relation to the aircraft and shall be installed in a manner so approved.
- (3) In any particular case the Authority may direct that an aircraft registered in Ghana shall carry such additional or special equipment or supplies as it may specify for the purpose of facilitating the navigation of the aircraft, the carrying out of search and rescue operations, or the survival of the persons carried in the aircraft.

(4) The equipment carried in compliance with this regulation shall be so installed or stowed and kept stowed, and so maintained and adjusted as to be readily accessible and capable of being used by the person for whose use it is intended.

(5) The position of equipment provided for emergency use shall be indicated by clear markings in or on the aircraft and in particular in every public transport aircraft registered in Ghana there shall be—

(a) provided individually for each passenger; or

(b) exhibited in a prominent position in every passenger compartment if the Authority so permits in writing a notice relevant to the aircraft in question containing pictorial—

(i) instructions on the brace position to be adopted in the event of an emergency landing;

(ii) instructions on the method of use of the safety belts and safety harnesses as appropriate;

(iii) information as to where emergency exits are to be found and instructions as to how they are to be used; and

(iv) information as to where the life-jackets, escape slides, life-rafts and oxygen masks, if required to be provided by sub-regulation (2) of this regulation, are to be found and instructions as to how they are to be used.

(6) All equipment installed or carried in an aircraft, whether or not in compliance with this regulation, shall be so installed or stowed and so maintained and adjusted as not to be a source of danger in itself or to impair the airworthiness of the aircraft or the proper functioning of any equipment or services necessary for the safety of the aircraft.

(7) Without prejudice to sub-regulation (2) of these regulations all navigational equipment (other than radio apparatus) of any of the following types, namely—

(a) equipment capable of establishing the aircraft's position in relation to its position at some earlier date by computing and applying the resultant of the acceleration and gravitational forces acting upon it; and

(b) equipment capable of establishing automatically the altitude and relative bearing of selected celestial bodies when carried in an aircraft registered in Ghana (whether or not in compliance with the regulation or any regulations made thereunder)

shall be of a type approved by the Authority either generally or in relation to a class of aircraft or in relation to that aircraft and shall be installed in a manner so approved.

(8) This regulation shall not apply in relation to radio apparatus except that specified in Schedule 5 to these Regulations.

Regulation 13—Radio Equipment of Aircraft.

(1) An aircraft shall not fly unless it is so equipped with radio and radio navigation equipment as to comply with the law of the country in which the aircraft is registered and to enable

communications to be made and the aircraft to be navigated, in accordance with the provisions of these Regulations and any regulations made thereunder.

(2) Without prejudice to sub-regulation (1) of this regulation, the aircraft shall be equipped with radio and radio navigation equipment in accordance with Schedule 6.

(3) In any particular case the Authority may direct that as aircraft registered in Ghana shall carry such additional or special radio or radio navigation equipment as it may specify to facilitate navigation, the carrying out of search and rescue operations or the survival of the persons carried in the aircraft.

(4) Subject to such exceptions as may be prescribed, the radio and radio navigation equipment provided in compliance with this regulation in an aircraft registered in Ghana shall always be maintained in serviceable conditions.

(5) All radio and navigation equipment installed in an aircraft registered in Ghana (whether or not in compliance with these Regulations) shall be of a type approved by the Authority in relation to the purpose for which it is to be used, and shall except in the case of a glider which is permitted by regulation 1 to fly unregistered be installed in a manner approved by the Authority. Neither the equipment nor the manner in which it is installed shall be modified except with the approval of the Authority.

Regulation 14—Minimum Equipment Required.

(1) This regulation shall not apply to equipment required to be carried by virtue of regulation 37(2) and 37(3) of these Regulations.

(2) No person may takeoff an aircraft with inoperative instruments or equipment installed unless the following conditions are met:

(a) An approved Minimum Equipment List (MEL) exists for that aircraft.

(b) The aircraft has within it MEL, approved by the Authority, authorizing its operation of the aircraft under the MEL. The MEL constitutes a supplemental type data certificate for the aircraft.

(c) The approved MEL must:

(i) Be prepared in accordance with the limitations specified in paragraph (3) of this section.

(ii) Provide for the operation of the aircraft with the instruments and equipment in an inoperable condition.

(d) The aircraft records available to the pilot must include an entry describing the inoperable instruments and equipment.

(e) The aircraft is operated under all applicable conditions and limitations contained in the MEL.

(3) The following instruments and equipment may not be included in a MEL:

(a) Instruments and equipment that are either specifically or otherwise required by the airworthiness requirements under which the aircraft is type certificated and which are essential for safe operations under all operating conditions.

- (b) Instruments and equipment required by an airworthiness directive to be in operable condition unless the airworthiness directive provides otherwise.
- (c) Instruments and equipment required for specific operations by these CAR or SOPs.
- (4) Notwithstanding any other provision of this section, an aircraft with inoperable instruments or equipment may be operated under a special flight permit issued in accordance with CAR Schedule 2, “A” or “B” Conditions.

Regulation 15—Aircraft, Engine and Propeller Log Books.

(1) In addition to any other log books required by or under these Regulations the following log books shall be kept in respect of every public transport aircraft and aerial work aircraft registered in Ghana—

- (a) an aircraft log book;
- (b) a separate log book in respect of each engine fitted in the aircraft; and
- (c) a separate log book in respect of each variable pitch propeller fitted to the aircraft.

(2) A log book shall include the particulars respectively specified in Schedule 7.

(3) Each entry in a log book shall be made as soon as practicable after the occurrence to which it relates, but not later than 7 days after the expiration of the certificate of maintenance (if any) in force in respect of the aircraft at the time of the occurrence.

(4) Entries in a log book may refer to other documents which shall be clearly identified and other documents so referred to shall be deemed for the purposes of these regulations to be part of the log book.

(5) It shall be the duty of the operator of every aircraft in respect of which log books are required to be kept as aforesaid to keep them or cause them to be kept in accordance with this regulation.

(6) Subject to regulation 64 every log book shall be preserved by the operator of the aircraft until 2 years after the aircraft, the engine or the variable pitch propeller, as the case may be has been destroyed or has been permanently withdrawn from use.

Regulation 16—Aircraft Weight Schedule.

(1) Every flying machine and glider in respect of which a certificate of airworthiness issued or rendered valid under these Regulations is in force shall be weighed, and the position of its centre of gravity determined at such times and in such manner as the Authority may require.

(2) Upon the aircraft being weighed, the operator of the aircraft shall prepare a weight schedule showing the basic weight of the aircraft, that is the weight of the aircraft empty together with the weight of unusable fuel and unusable oil in the aircraft and of such items of equipment as are indicated in the weight schedule, and showing the position of the centre of gravity of the aircraft when the aircraft contains only items included in the basic weight.

(3) Subject to regulation 64 the weight schedule shall be preserved by the operator of the aircraft for 6 months, following the next occasion on which the aircraft is weighed for the purposes of this regulation.

Regulation 17—Access and Inspection for Airworthiness Purposes.

The Authority may cause such inspections, investigations, tests, experiments and flight trials to be made as it deems necessary for the purposes of this Part and any person authorised to do so in writing by the Authority may at any reasonable time inspect any part of, or material intended to be incorporated or used in the manufacture of any part of an aircraft or its equipment or any documents relating thereto and may for the purpose go upon any aerodrome or enter any aircraft factory.

PART IV—AIRCRAFT CREW AND LICENSING

Regulation 18—Composition of Crew of Aircraft.

(1) An aircraft shall not fly unless it carries a flight crew of the number and description required by the law of the country in which it is registered.

(2) An aircraft registered in Ghana shall carry flight crew adequate in number and description to ensure the safety of the aircraft and of at least the number and description specified in the certificate of airworthiness issued or rendered valid under these Regulations or, if no certificate of airworthiness is required these Regulations to be in force, the certificate of airworthiness, if any, last in force under these Regulations, in respect of the aircraft.

(3) A flying machine registered in Ghana and flying for the purpose of public transport, having a maximum total weight authorised of 5700kg or more shall carry not less than two pilots as members of its flight crew.

(4) An aircraft registered in Ghana engaged on a flight for the purpose of public transport shall carry—

(a) a flight navigator as a member of the flight crew; or

(b) navigational equipment approved by the Authority and used in accordance with any conditions subject to which that approval may have been given, if on the route or any diversion therefrom, being a route or diversion planned before take-off, the aircraft is intended to be more than 500 nautical miles from the position of take off measured along the route to be flown, and to pass over part of an area specified in Schedule 8 to these Regulations.

(5) The flight navigator carried in compliance with this regulation shall be carried in addition to any person who is carried in accordance with this regulation to perform other duties.

(6) If it appears to it to be expedient to do so in the interest of safety the Authority may direct any particular operator that the aircraft operated by him or any such aircraft shall not fly in such circumstances as the Authority may specify unless those aircraft carry in addition to the flight crew required to be carried by this regulation such additional persons as members of the flight crew as it may specify in the direction.

(7) When an aircraft registered in Ghana carries 20 or more passengers on a flight for the purpose of public transport, the crew of the aircraft shall include cabin crew carried for the purpose of performing in the interest of safety of passengers duties to be assigned by the operator or the person in command of the aircraft, but who shall not act as members of the flight crew.

(8) The Authority may direct the operator of any aircraft registered in Ghana to include among its crew whenever the aircraft is flying for the purpose of public transport at least one cabin crew although the aircraft may be carrying fewer than 20 passengers.

(9) In the case of an aircraft with a total seating capacity of not more than 200, the number of cabin attendants carried on such a flight as is mentioned in sub-regulation (7) of this regulation shall not be less than one cabin attendant for every 50, or fraction of 50, passengers carried.

(10) In the case of an aircraft with a total seating capacity of more than 200, the number of cabin attendants carried on such a flight shall not be less than half the number of main exits in the aircraft, and in addition, when more than 200 passengers are carried, one additional cabin attendant for every 25, or fraction of 25, or such passengers provided that, if the number of cabin attendants calculated in accordance with this sub-paragraph, exceeds the number of main exits on the aircraft, it shall be sufficient if the number of cabin attendants carried is equal to the number of main exits in the aircraft.

(11) For the purposes of this paragraph a main exit means in the side of the aircraft at floor level intended for disembarkation of passengers whether normally or in an emergency.

Regulation 19—Members of Flight Crew—Requirement of Licences.

(1) Subject to this regulation, a person shall not act as a member of the flight crew of an aircraft registered in Ghana unless he is the holder of an appropriate licence granted or rendered valid under these Regulations except that a person may, within Ghana, act as a flight radio telephony operator without being the holder of such licence if—

(a) he does so as the pilot of a glider not flying for the purposes of public transport or aerial work, or as a person being trained in an aircraft registered in Ghana to perform duties as a member of the flight crew of an aircraft;

(b) he is authorised to operate the radio telephony station by the holder of a licence granted in respect of that station by the Authority in addition to any other authorisation required by any other law;

(c) messages are transmitted only for the purposes of instruction, or of the safety or navigation of the aircraft;

(d) messages are transmitted only on a frequency exceeding 60 megacycles per second assigned by the Authority for use on flights on which a flight radio telephony operator acts in one of the capacities specified in paragraph (a) of this regulation;

(e) the transmitter is pre-set to one or more of the frequencies so assigned and cannot be adjusted in flight to any other frequency;

(f) the operation of the transmitter requires the use only of external switches; or

(g) the stability of the frequency radiated is maintained automatically by the transmitter.

(2) Subject as aforesaid, a person shall not act as a member of the flight crew required by or under these Regulations to be carried in an aircraft registered outside Ghana unless—

(a) in the case of an aircraft flying for the purpose of public transport or aerial work he is the holder of an appropriate licence granted or rendered valid under the law of the country in which the aircraft is registered; and

(b) in the case of any other aircraft, he is the holder of an appropriate licence granted or rendered valid under the law of the country to which the aircraft is registered or under these Regulations, and the Authority does not in the particular case give a direction to the contrary.

(3) For the purposes of this regulation a licence granted under the law of a Contracting State purporting to authorise its holder to act as a member of the flight crew of an aircraft, not being a licence purporting to authorise him to act as a student pilot only, shall unless the Authority in a particular case gives a direction to the contrary be deemed to be a licence rendered valid under these Regulations but shall not entitle the holder to act as a member of the flight crew of any aircraft flying for the purpose of public transport or aerial work.

(4) Notwithstanding the provisions of sub-regulation (1) a person may, unless the certificate of airworthiness in force in respect of the aircraft otherwise requires, act as pilot of an aircraft registered in Ghana for the purpose of undergoing training or tests—

(a) for the grant or renewal of a pilot's licence or for the inclusion, renewal or extension of a rating thereon; or

(b) for admission into any of the naval, military or air forces Ghana, without being the holder of the appropriate licence, if the following conditions are complied with—

(i) no other person shall be carried in the aircraft or in aircraft being towed thereby except a person carried as a member of the flight crew in compliance with these Regulations, a person authorised by the Authority to witness the aforesaid training or tests or to conduct the aforesaid tests or if the pilot in command of the aircraft is the holder of an appropriate licence, a person carried for the purpose of being trained or tested as a member of the flight crew of an aircraft; and

(ii) the person acting as the pilot of the aircraft without being the holder of an appropriate licence shall not be the pilot in command of the aircraft unless within the period of 6 months immediately preceding he was serving as a qualified pilot of an aircraft in any of the naval, military or air forces of Ghana and his physical condition has not, so far as he is aware, so deteriorated during that period as to render him unfit for the licence for which he intends to qualify.

(5) Notwithstanding the provisions of sub-regulation (1) of this regulation, a person may act as a member of the flight crew of an aircraft registered in Ghana without being the holder of an appropriate licence if, in so doing he is acting in the course of his duty as a member of any of the naval, military or air forces of Ghana.

(6) An appropriate licence for the purpose of this regulation means a licence which entitles the holder to perform the function which he undertakes in relation to the aircraft concerned and the flight on which it is engaged.

(7) This regulation shall not apply to a person by reason of his acting as a member of the flight crew of a glider which is not flying for the purpose of public transport or aerial work.

(8) Notwithstanding anything in this regulation—

(a) the holder of a licence granted or rendered valid under these Regulations being a licence endorsed to the effect that the holder does not satisfy in full the relevant international standard, shall not act as a member of the flight crew of an aircraft registered in Ghana in or over the territory of a Contracting State other than Ghana, except in accordance with permission granted by the competent authorities of that State;

(b) the holder of a licence granted or rendered valid under the law of a Contracting State other than Ghana, being a licence endorsed as aforesaid, shall not act as a member of the flight crew of any aircraft in or over Ghana except in accordance with permission granted by the Authority whether or not the licence is or is deemed to be rendered valid under these Regulations.

Regulation 20—Grant and Renewal of Flight Crew Licences.

(1) The Authority shall grant licences, subject to such conditions as it thinks fit, of any of the classes specified in Part A of Schedule 9 to these Regulations authorising the holder to act as a member of the flight crew of an aircraft registered in Ghana upon its being satisfied that the applicant is a fit person to hold the licence, and is qualified by reason of his knowledge, competence, experience, skill, physical and mental fitness to act in the capacity to which the licence relates, and for that purpose the applicant shall furnish such evidence and undergo such examinations and tests (including in particular medical examinations) as the Authority may require of him.

(2) A licence of any class shall not be granted to any person who is under the minimum age specified for that class of licence in Part A of Schedule 9.

(3) A licence granted under this regulation shall not be valid unless it bears the ordinary signature of the holder in ink.

(4) A licence shall, subject to the provisions of regulation 65 remain in force for the periods indicated in the licence not exceeding those respectively specified in schedule 9, and may be renewed by the Authority from time to time upon its being satisfied that the applicant is a fit person and qualified as aforesaid.

(5) Subject to any conditions of the licence, a licence of any class shall entitle the holder to perform the functions specified in respect of that licence in Part A of Schedule 9 under the heading "privileges" provided that—

(a) subject to the provisions of sub-regulations (10) and (11) of this regulation, regulation 19 (4) and regulation 23(1), a person shall not be entitled to perform any of the functions specified in Part B of Schedule 9 in respect of a rating unless his licence includes that rating;

(b) a person shall not be entitled to perform any of the functions to which his licence relates if he knows or has reason to believe that his physical condition renders him temporarily or permanently unfit to perform such function;

(c) the holder of a licence, other than a flight radio telephony operator's licence, shall not be entitled to perform any of the functions to which his licence relates unless it includes a medical certificate issued and in force under sub-regulation (7)

(c) the holder of a pilot's licence shall not be entitled to perform functions on a flight unless the licence bears a valid certificate of test or a valid certificate of experience, which certificate shall in either case be appropriate to the functions he is to perform on that flight in accordance with Part C of the said Schedule and shall otherwise comply with that Part;

(d) a person shall not be entitled to perform the functions to which an instrument rating (Aeroplanes), an instrument rating (helicopters), flying instructors rating or assistant flying instructors rating relates unless—

(i) his licence bears a certificate, signed by a person authorised by the Authority to sign such certificate; and

(ii) the signed certificate specified in sub-paragraph (i) of this paragraph indicates that the holder of the licence has within the period of thirteen months, in the case of an instrument rating (Aeroplanes), an instrument rating (helicopters), and an assistant flying instructor's rating, preceding the day on which he performs those functions, passed a test of his ability to perform the functions to which the rating relates, being a test carried out in flight in relation to the two-last-named ratings and in the case of the first-named rating, a test in flight or by means of apparatus approved by the Authority in which flight conditions are simulated on the ground;

(e) a person who, on the last occasion when he took a test for the purposes of sub-paragraphs (d) or (e) of sub-regulation (5) failed that test shall not be entitled to fly in the capacity for which that test would have qualified him if he had passed it.

(6) The Authority may, if it is satisfied that the applicant is qualified as aforesaid to act in the capacity to which the rating relates, include in a licence a rating of any of the classes specified in Part B of Schedule 9, and such ratings shall be deemed to form part of the licence and shall entitle the holder to perform such functions as are specified in Part B of Schedule 9 in respect of that rating.

(7) A licence shall subject to the provisions of regulation 65, remain in force for the periods indicated in the licence, not exceeding those respectively specified in Schedule 9, and may be renewed by the Authority upon his being satisfied that the applicant is a fit and proper person and is qualified as aforesaid.

(8) Upon receiving a licence granted under this regulation, the holder shall forthwith sign his name thereon in ink with his ordinary signature.

(9) Every applicant for and holder of a licence granted under this regulation other than a flight radiotelephony operator's licence shall whenever the Authority may require submit himself to medical examination by a person approved by the Authority either generally or in a particular case and the person shall make a report to the Authority in such form as the Authority may require.

(10) Where the medical examination referred to in sub-regulation (9) is conducted in Ghana, the Authority or any person approved by it as competent to do so may, after receiving the report made

by the person conducting the medical examination, issue a medical certificate subject to such conditions as it or he thinks fit to perform the functions to which the licence relates. The certificates shall, without prejudice to proviso (b) of sub-regulation (5) of this regulation, be valid for such period as is therein specified, and shall be deemed to form part of the licence.

(11) Where the medical examination is conducted outside Ghana the person conducting the examination shall, in addition to making a report to the Authority in accordance with the preceding sub-regulation issue a certificate certifying, if such is in his opinion the case, that the holder of the licence is fit to perform the functions to which the licence relates and the certificate shall if countersigned by a person authorised by the Authority in that behalf under regulation 19, be deemed to be a medical certificate for the purposes of this regulation, and shall be valid for such period as the person who countersigns may specify therein in writing.

(12) Every holder of a licence, other than a flight radiotelephony operator's licence, granted under this regulation or rendered valid under regulation 19, who suffers—

(a) any personal injury involving incapacity to undertake the functions to which his licence relates; or

(b) any illness involving incapacity to undertake those functions throughout a period of 20 days or more, shall inform the Authority in writing of such injury, or illness, as soon as possible in the case of an injury and as soon as the period of 20 days have elapsed in the case of illness.

(13) A licence, other than a flight radiotelephony operator's licence, granted under this Part shall be deemed to be suspended upon the occurrence of such an injury, or the lapse of such period of illness except that the suspension of the licence shall cease—

(a) upon the holder being medically examined under arrangements made by the Authority and pronounced fit to resume his functions under the licence; or

(b) upon the Authority exempting the holder from the requirements of a medical examination, subject to such conditions as the Authority may think fit.

(14) A licence granted under this regulation shall be deemed to be suspended upon the pregnancy of the holder being diagnosed and shall remain suspended until the holder has been medically examined after the pregnancy has ended and been pronounced fit to resume her duties under the licence.

(15) Nothing in these Regulations shall be taken to prohibit the holder of a commercial pilot's or airline transport's licence from acting as pilot in command of an aircraft carrying passengers by night by reason of the lack of a night rating in his licence.

(16) Nothing in these Regulations shall prohibit the holder of a pilot's licence from acting as a pilot of an aircraft not exceeding 5,700kgs total weight authorised when with the permission of the Authority he is testing any person in pursuance of regulation 20(1) or (3), notwithstanding that type of aircraft in which the test is conducted is not specified in the aircraft rating included in his licence.

Regulation 21—Validation of Licences.

The Authority may issue subject to such conditions as it may determine a certificate of validation rendering valid for the purpose of these Regulations any licence or certificate as a member of the crew of aircraft granted under the law of ICAO member States other than Ghana.

Regulation 22—Personal Flying Log Book.

Every member of the flight crew of an aircraft registered in Ghana and every person who engages in flying in order to qualify for the grant or renewal of a licence under these Regulations or to undergo tests or receive instruction in flying for admission into any of the Ghana Naval, Military or Air Forces shall keep a personal flying log book in which the following particulars shall be recorded—

- (a) the name and address of the holder of the log book;
- (b) particulars of holder's licence (if any) to act as a member of the flight crew of an aircraft;
- (c) the name and address of his employer (if any);
- (d) particulars of all flights made as a member of the flight crew of aircraft, including—
 - (i) the date, time, duration and place of arrival and departure of each flight;
 - (ii) the type and registration marks of the aircraft;
 - (iii) the capacity in which the holder acted in flight;
 - (iv) particulars of any special conditions under which the flight was conducted, including night flying and instrument flying; and
 - (v) particulars of any test or examination undertaken whilst in flight.

Regulation 23—Instruction in Flying.

(1) A person shall not give instruction in flying to any person flying or about to fly a flying machine for the purpose of becoming qualified for—

- (a) the grant of a pilot's licence;
- (b) the inclusion in a pilot's licence of an aircraft rating entitling the holder of the licence to act as pilot of a multi-engined aircraft, or an aircraft of any class appearing in column 4 of the Table in Part A of Schedule I, if the person under instruction has not been previously entitled under the law, or qualified on any of the Armed Forces of Ghana, to act as pilot of a multi-engaged aircraft, or of an aircraft of that class as the case may be; or
- (c) the inclusion or variation of any rating, other than an aircraft rating, in a pilot's licence, unless—
 - (i) the person giving the instruction holds a licence, granted or rendered valid under these Regulations, entitling him to act as pilot in command of the aircraft for the purpose and in the circumstances under which instruction is to be given;
 - (ii) such licence includes a flying instructor's rating or an assistant flying instructor's rating entitling the holder, in accordance with the privileges specified in Schedule 9 in respect of that rating; to give the instructions; and

(iii) if consideration is given for the instruction, such licence entitles the holder to act as pilot in command of an aircraft flying for the purpose of public transport provided that subparagraph (iii) of this regulation shall not apply if the aircraft is owned, or is operated under arrangements entered into by a flying club of which both the person giving and the person receiving the instruction are members.

(2) For the purpose of the regulation payment shall be deemed to be made for instruction if any reward is given or promised by one person giving to another in consideration of the flight being made or the instruction being given or if the instruction is given by a person employed for reward primarily for the purpose of giving such instruction.

Regulation 24—Glider Pilot—Minimum Age.

A person under the age of 16 years shall not act as pilot of a glider.

PART V—OPERATION OF AIRCRAFT

Regulation 25—Operations Manual.

(1) This regulation shall apply to public transport aircraft registered in Ghana except aircraft used for the time being solely for flights not intended to exceed 60 minutes in duration, which are either—

- (a) flights solely for training of persons to perform duties in an aircraft; or
- (b) flights intended to begin and end at the same aerodrome.

(2) (a) The operator of every aircraft to which this regulation applies shall—

- (i) make available to the Authority and each member of his operating staff an operations manual;
- (ii) ensure that each copy of the operations manual is kept up to date; and
- (iii) ensure that on each flight every member of the crew has access to a copy of every part of the operations manual which is relevant to his duties in the flight.
- (iv) make a portion available in its operations manual which will contain its approved specific operating provisions.

(b) An operations manual shall contain all such information and instructions as may be necessary to enable the operating staff to perform their duties as such including in particular information and instructions relating to the matters specified in Part A of Schedule 10 of these Regulations.

(3) Notwithstanding sub-regulation (2) the operations manual shall not be required to contain any information or instructions available in a flight manual accessible to the persons by whom the information or instructions may be required.

(4) An aircraft to which this regulation applies shall not fly unless, not less than 30 days prior to such flight, the operator of the aircraft has a copy of the whole of the operations manual for the time being in effect in respect of the aircraft.

(5) Any amendments or additions to the operations manual that do not relate to the operating procedures of the aircraft or any safety of flight matters shall be furnished to the Authority by the operator before or immediately after they come into effect.

(6) Where an amendment or addition relates to the operation of an aircraft or a safety of flight matter, that amendment cannot take effect until it has been approved by the Authority.

(7) Without prejudice to the foregoing sub-regulation the operator shall make such amendments or additions to the operations manual as the Authority may require for the purpose of ensuring the safety of the aircraft or of persons or property carried therein or the safety, efficiency or regularity of air navigation.

In that regard, whenever an amendment is directed by the Authority, any instructions contained in it must be complied with, within the time frame that is indicated, by taking whatever action is required.

Regulation 26—Training Manual.

(1) The operator of every aircraft registered in Ghana and flying for the purpose of public transport shall—

(a) make a training manual available to every person appointed by the operator to give or to supervise the training, experience, practice or periodical tests required under these Regulations; and

(b) ensure that each copy of that training manual is kept up to date.

(2) Each training manual shall contain all such information and instructions as may be necessary to enable a person appointed by the operator to give or to supervise the training, experience, practice and periodical tests required under regulation 27(2) of these Regulations to perform his duties as such including in particular information and instructions relating to the matters specified in Part C of Schedule 10 to these Regulations.

(3) (a) An aircraft to which this regulation applies shall not fly unless, not less than 30 days prior to such flight the operator of the aircraft has furnished the Authority with a copy of the whole of his training manual relating to the crew of that aircraft.

(b) Any amendments or additions to the training manual shall be furnished to the Authority by the operator or immediately after they come into effect provided that where the amendment or addition relates to training, experience, practice or periodical tests on an aircraft to which the training manual did not previously relate, that aircraft shall not fly for purpose of public transport until the amendment or addition has been furnished to the Authority.

(c) Without prejudice to the foregoing sub-paragraphs the operator shall make such amendments or additions to the training manual as the Authority may require for the purpose of ensuring the safety of the aircraft or of persons or property carried therein or the safety, efficiency or regularity of air navigation.

Regulation 27—Public Transport—Operator's Responsibilities.

(1) The operator of an aircraft registered in Ghana shall not permit the aircraft to fly for the purpose of public transport without first—

(a) designating from among the flight crew a pilot to be the commander of the aircraft for the flight;

(b) satisfying himself by every reasonable means that the aeronautical radio stations and navigational aids serving the intended route or any planned diversion therefrom are adequate for safe navigation of the aircraft; and

(c) satisfying himself by every reasonable means that the aerodromes at which it is intended to take-off or land and any alternate aerodrome at which a landing may be made are suitable for the purpose and in particular are adequately manned and equipped (including such manning and equipment as may be prescribed) to ensure the safety of the aircraft and its passengers provided that the operator of the aircraft shall not be required to satisfy himself as to the adequacy of fire-fighting, search, rescue or other services which are required only after the occurrence of an accident.

(2) The operator of an aircraft registered in Ghana shall not permit any person to be a member of its crew during any flight for the purpose of public transport (except a flight for the sole purpose of training persons to perform duties in aircraft) unless such person has had the training, experience, practice and undertaken periodical tests specified in Part B of Schedule 10 in respect of the duties which he is to perform and unless the operator has satisfied himself that such person is competent to perform his duties, and in particular to use the equipment provided in the aircraft for that purpose. The operator shall maintain, preserve, produce and give information respecting records relating to the foregoing matters in accordance with Part B of Schedule 10.

(3) The operator of an aircraft registered in Ghana shall not permit any member of the flight crew, during any flight for the purpose of the public transport of passengers, to stimulate emergency manouevres and procedures which the operator has reason to believe will adversely affect the flight characteristics of the aircraft.

Regulation 28—Loading—Public Transport and Suspended Loads.

(1) The operator of an aircraft registered in Ghana shall not cause or permit it to be loaded for a flight for the purpose of public transport or any load to be suspended except under the supervision of a person whom he has caused to be given written instructions as to the distribution and securing of the load so as to ensure that—

(a) the load may safely be carried on the flight, and

(b) any conditions subject to which the certificate of air worthiness in force in respect of the aircraft was issued or rendered valid, being conditions relating to the loading of the aircraft, are complied with.

(2) The instructions shall indicate the weight of the aircraft prepared for service, that is the aggregate of the basic weight (shown in the weight schedule referred to in regulation 16) and the weight of such additional items in or on the aircraft as the operator thinks fit to include; and the instructions shall indicate the additional items included in the weight of the aircraft prepared for

service, and shall show the position of the centre of gravity of the aircraft at that weight provided that this paragraph shall not apply in relation to a flight if—

- (a) the aircraft's maximum total weight authorised does not exceed 1,150kgs; or
- (b) the aircraft's maximum total weight authorised does not exceed 2,730kgs and the flight is not intended to exceed 60 minutes in duration and is either a flight solely for training persons to perform duties in an aircraft or a flight intended to begin and end at the same aerodrome; or
- (c) the aircraft is a helicopter with an authorised maximum weight not exceeding 3,000kgs and with a total seating capacity exceeding 5 persons.

(3) The operator of an aircraft shall not cause or permit it to be loaded in contravention of the instructions referred to sub-regulation (1) of this regulation.

(4) The person supervising the loading of the aircraft shall, before the commencement of any such flight, prepare and sign a load sheet in duplicate conforming to the prescribed requirements, and shall (unless he is himself the commander of the aircraft), submit the load sheet for examination by the commander of the aircraft who shall sign his name provided that the foregoing requirements of the sub-regulation shall not apply if—

(a) the load and the distributing and securing thereof upon the next intended flight are to be unchanged from the previous flight and the commander of the aircraft makes and signs an endorsement to that effect upon the load sheet for the previous flight, indicating the date of the endorsement, the place of departure upon the next intended flight and the next intended place of destination; and

(b) sub-regulation (2) of this regulation does not apply in relation to the flight.

(5) One copy of the load sheet shall be carried in the aircraft if regulation 60 so requires until the flight to which it relates have been completed and one copy of that load sheet and of the instructions referred to in this regulation shall be preserved by the operator for 6 months and shall not be carried in the aircraft.

(6) The operator of an aircraft registered in Ghana and flying for the purpose of the public transport of passengers shall not cause or permit baggage to be carried in the passenger compartment of the aircraft unless such baggage can be properly secured and, in the case of an aircraft capable of seating more than 30 passengers, such baggage shall not exceed the capacity of the spaces in the passenger compartment approved by the authority for the purpose of stowing baggage.

Regulation 29—Public Transport—Operating Conditions.

(1) Except for the sole purpose of training persons to perform duties in aircraft, an aircraft registered in Ghana shall not fly for the purpose of public transport, unless such requirements as may be prescribed in respect of the weight and related performance are complied with.

(2) The assessment of the ability of an aircraft to comply with sub-regulation (1) of this regulation shall be based on the information as to its performance contained in the certificate of airworthiness relating to the aircraft. In the event of the information given therein being insufficient for that

purpose such assessment shall be based on the best information available to the commander of the aircraft.

(3) Such requirements as may be prescribed in respect of the weather conditions required for takeoff, approach to landing and landing shall be complied with in respect of every aircraft to which regulation 30 applies.

(4) A flying machine registered in Ghana, when flying over water for the purpose of public transport shall fly, except as may be necessary for the purpose of take-off or landing, at such an altitude as would enable the aircraft if it has one engine only, in the event of the failure of that engine, and if it has more than one engine, in the event of the failure of that engine, and if it has more than one engine, in the event of the failure of one of those engines and with the remaining engine or engines operating within the maximum continuous power conditions specified in the certificate of airworthiness relating to the aircraft to reach a place at which it can safely land at a height sufficient to enable it to do so.

(5) Without prejudice to the provisions of sub-regulation (4) of this regulation, an aeroplane in respect of which there is in force under these Regulations a certificate of airworthiness designating the aeroplane as being of performance group X shall not fly over water for the purpose of public transport so as to be more than 60 minutes flying time from the nearest shore unless the aeroplane has more than two power units. For the purposes of this paragraph, flying time shall be calculated at normal cruising speed with one power unit in operation.

(6) Without prejudice to the provisions of sub-regulation (3) of this regulation, a helicopter, in respect of which there is in force under these Regulations a certificate of airworthiness designating the helicopter as being of performance group B shall not fly over water for the purpose of public transport so as to be more than 20 seconds flying time from a point from which it can make an authoritative descent to land suitable for an emergency landing unless it is equipped with apparatus approved by the Authority enabling it to land safely on water but shall not so fly on any flight for more than 3 minutes except with the permission in writing of the Authority and in accordance with any conditions subject to which that permission may have been given.

(7) For the purpose of this sub-regulation flying time shall be calculated in the assumption that the helicopter is flying in still air at the speed specified in the certificate of airworthiness in force in respect of the helicopter as the speed for compliance with regulations governing flights over water.

(8) Without prejudice to the provisions of sub-regulation (3), a helicopter in respect of which there is in force under these Regulations a certificate of airworthiness designating the helicopter as being of performance group A2 shall not fly over water for the purpose of public transport for more than 15 minutes during any flight unless it is equipped with apparatus approved by the Authority enabling it to land safely on water.

Regulation 30—Aircraft Registered in Ghana - Aerodrome Operating Minima.

(1) The operator of every aircraft to which regulation 25 of these Regulations applies shall establish and include in the operations manual relating to the aircraft particulars of aerodrome operating minima appropriate to every aerodrome of intended departure or landing and every alternate aerodrome provided that in relation to any flight where it is not practicable to include

such information in the operations manual operator of the said aircraft shall, prior to the commencement of the flight cause to be furnished, in writing, to the commander of the aircraft particulars of the aerodrome operating minima appropriate to every aerodrome of intended departure or landing and every alternate aerodrome and calculated in accordance with the specified method, and the operator shall cause a copy of the said particulars to be retained outside the aircraft for a minimum period of 3 months.

(2) The operator of every such aircraft shall include in the operations manual relating to that aircraft such data and instructions as will enable the commander of the aircraft to calculate aerodrome operating minima appropriate to aerodromes the use of which could not reasonably have been foreseen by the operator prior to the commencement of the flight.

(3) The aerodrome operating minima specified shall not, in respect of any aerodrome be less favourable than any declared in respect of that aerodrome by the competent authority, unless that authority otherwise permits so in writing.

(4) In establishing aerodrome operating minima for the purposes of this regulation the operator of the aircraft shall take into account the following matters —

(a) the type and performance and handling characteristics of the aircraft and any relevant conditions in its certificate of airworthiness;

(b) the composition of its crew;

(c) the physical characteristics of the relevant aerodrome and its surroundings;

(d) the dimensions of the runways which may be selected for use; and

(e) whether or not there are in use at the relevant aerodrome any aids, visual or otherwise, to assist aircraft in approach landing or take-off, being aids which the crew of the aircraft are trained and equipped to use, the nature of any such aids that are in use, and the procedures for approach, landing and take-off which may be adopted according to the existence or absence of such aids and shall establish in relating to each runway which may be selected for the use of aerodrome operating minima appropriate to each set of circumstances which can reasonably be expected.

(5) An aircraft to which regulation 25 of these Regulations applies shall not commence a flight at a time when

(a) the ceiling or the runway visual range at the aerodrome of departure is less than the relevant minimum specified for take-off; or

(b) according to the information available to the commander of the aircraft it would not be able without contravening sub-regulation (6) of this regulation, to commence or continue an approach to landing at the aerodrome of intended destination at the estimated time of arrival there and at any alternate aerodrome at any time at which according to a reasonable estimate the aircraft would arrive there.

(6) An aircraft to which regulation 25 of these Regulations applies, when making a descent to an aerodrome, shall not descend from a height of 1000ft or more above the aerodrome to a height less

than 1000ft above the aerodrome if the relevant runway visual range at the aerodrome is at the time less than the specified minimum for landing.

(7) An aircraft to which regulation 25 applies, when making a descent to an aerodrome, shall not—

(a) continue an approach to landing at any aerodrome by flying below the relevant specified decision height; or

(b) descend below the relevant specified minimum descent height; unless in either case from such height the specified visual reference for landing is established and is maintained.

(8) If, according to the information available, an aircraft would, as regards any flight, be required by the Rules of the Air and Air Traffic Control to be flown in accordance with the Instrument Flight Rules at the aerodrome of intended landing, the commander of the aircraft shall select prior to take-off an alternate aerodrome unless no aerodrome suitable for that purpose is available.

(9) In this regulation "specified" in relation to an aircraft means specified by the operator in, or ascertainable by reference to the operations manual relating to that aircraft or furnished in writing to the commander of the aircraft by the operator.

Regulation 31—Aircraft not registered in Ghana—Aerodrome Operating Minima.

(1) A public transport aircraft registered in a country other than Ghana shall not fly in or over Ghana unless the operator shall have furnished to the Authority such particulars as it may from time to time have required relating to the aerodrome operating minima specified by the operator in relation to aerodromes in Ghana for the purpose of limiting their use by the aircraft for take-off or landing, including any instructions given by the operator in relation to such aerodrome operating minima. The aircraft shall not fly in or over Ghana unless the operator shall have made such amendments or additions to the aerodrome operating minima so specified and any instructions so given as the Authority may require for the purpose of ensuring the safety of the aircraft or the safety, efficiency or regularity of air navigation.

(2) The aircraft shall not begin or end a flight at an aerodrome in Ghana in contravention of the aerodrome operating minima so specified in relation to that aerodrome or of the instructions referred to in sub-regulation (1).

(3) Without prejudice to the provisions of sub-regulation (2) a public transport aircraft registered in a country other than Ghana, when making a descent to an aerodrome, shall not descend from a height of 1000ft or more above the aerodrome to a height less than 1000ft above the aerodrome if the relevant runway visual range at the aerodrome is at the time less than the specified minimum for landing.

(4) Without prejudice to the provisions of sub-regulation (2), a public transport aircraft registered in a country other than Ghana, when making a descent to an aerodrome, shall not —

(a) continue an approach to landing at any aerodrome by flying below the relevant specified decision height; or

(b) descend below the relevant specified minimum descent height;

unless in either case from such height the specified visual reference for landing is established and is maintained.

(5) In this regulation "specified" in relation to an aircraft means specified by the operator in, or ascertainable by reference to, the operations manual relating to that aircraft.

Regulation 32—Preflight Action by Commander of Aircraft.

(1) The Commander of an aircraft registered in Ghana shall satisfy himself before the aircraft takes off—

(a) that the flight can safely be made, taking into account the latest information available as to the route and aerodromes to be used, the weather reports and forecasts available, and an alternative course of action which can be adopted in case the flight cannot be completed as planned;

(b) that the equipment (including radio apparatus) required by or under these Regulations to be carried in the circumstances of the intended flight is carried in a fit condition for use;

(c) that the aircraft is in every way fit for the intended flight, and that where a certificate of maintenance review is required by regulation 8(1) to be in force, it is in force and will not cease to be in force during the intended flight;

(d) that the load carried by the aircraft is of such weight, and is so distributed and secured, that it may safely be carried on the intended flight;

(e) in the case of flying machine or airship, that sufficient fuel, oil and engine coolant (if required) are carried for the intended flight, and that a safe margin has been allowed for contingencies, and, in the case of a flight for the purpose of public transport, that the instructions in the operations manual relating to fuel, oil and engine coolant have been complied with;

(f) in the case of an airship or balloon that sufficient ballast is carried for the intended flight;

(g) in the case of a flying machine, having regard to the performance of the flying machine in the conditions to be expected on the intended flight, and to any obstructions at the places of departure and intended destination and on the intended route, it is capable of safely taking off, reaching and maintaining a safe height thereafter; and making a safe landing at the place of intended destination; and

(h) that any pre-flight check system established by the operator and set forth in the operations manual or elsewhere has been complied with by each member of the crew of the aircraft.

Regulation 33—Passenger Briefing by Commander.

(1) The Commander of an aircraft registered in Ghana shall take all reasonable steps to ensure —

(a) before the aircraft takes off on any flight, that all passengers are made familiar with the position and method of use of emergency exits, safety belts (with diagonal shoulder strap where required to be carried) oxygen equipment, life jackets and the floor path lighting system and all other devices required by or under these Regulations and intended for use by passengers individually in the case of an emergency occurring to the aircraft; and

(b) that in an emergency during a flight, all passengers are instructed in the emergency action which they should take.

Regulation 34—Pilots to remain at Controls.

(1) The commander of an aircraft registered in Ghana, being a flying machine or glider, shall cause one pilot to remain at the controls at all times while the aircraft is in flight.

(2) If the aircraft is required by or under these Regulations to carry two pilots, the commander shall cause both the pilots to remain at the controls during take-off and landing.

(3) Each pilot at the controls shall be secured in his seat by either a safety belt or a safety harness except that during take-off and landing a safety harness shall be used if it is required by regulation 12 to be provided.

Regulation 35—Wearing of Survival Suits by Crew.

Each member of the crew of an aircraft registered in Ghana shall wear a survival suit if such suit is required by regulation 12 to these Regulations to be carried.

Regulation 36—Public Transport of Passenger — Additional Duties of Commander.

(1) In relation to every flight for the purpose of the public transport of passengers by aircraft registered in Ghana, the Commander of the aircraft shall.

(a) before the aircraft takes off, take all reasonable steps to ensure that all passengers are made familiar with the position and method of use of emergency exits, safety belts, safety harnesses, oxygen equipment and lifejackets, and all other devices required by or under these Regulations and intended for use by passengers individually in case of emergency.

(b) if the aircraft is not a seaplane but is intended in the course of the flight to reach a point more than 30 minutes flying-time (while flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water) from the nearest land, take all reasonable steps to ensure that before that point is reached, all passengers are given practical demonstration of the method of use of the lifejackets required by or under these Regulations for the use of passengers;

(c) if the aircraft is a seaplane, take all reasonable steps to ensure that before the aircraft takes off all passengers are given a practical demonstration of the method of use of the lifejackets required by or under these Regulations for the use of passengers;

(d) before the aircraft takes off, and before it lands, take all reasonable steps to ensure that its crew are properly secured in their seats and that any cabin crew carried are properly secured in seats which shall be in a passenger compartment and which shall be so situated that they can readily assist passengers;

(e) before the aircraft takes off and before it lands, and whenever by reason of turbulent air or any emergency occurring during the flight he considers the precaution necessary —

- (i) take all reasonable steps to ensure that all passengers of age 2 years or more are properly secured in their seats by safety belts or harnesses, and all passengers under the age of 2 years are properly secured by means of a child restraint device; and
- (ii) take all reasonable steps to ensure that items on baggage in the passenger compartment which he reasonably considers ought by virtue of their size, weight or nature to be properly secured, in the case of an aircraft capable of seating more than 30 passengers, that such baggage is stowed in the passenger compartment stowage spaces approved by the Authority for the purpose;
- (f) in an emergency, take all reasonable steps to ensure that all passengers are instructed in the emergency action which they should take;
- (g) except in a case where a pressure greater than 700 milibars is maintained, all passengers and crew compartments throughout the flight, take all reasonable steps to ensure that —
 - (i) before the aircraft reaches flight level 100 the method of use of the oxygen provided in the aircraft in compliance with the requirements of regulation 12 is demonstrated to all;
 - (ii) on reaching such altitude all passengers and cabin attendants are recommended to use oxygen; and
 - (iii) during any period when the aircraft is flying above flight level 100 oxygen is used by all persons on board.

Regulation 37—Operation of Radio in Aircraft.

- (1) The radio station in an aircraft shall not be operated, whether or not the aircraft is in flight, except in accordance with the condition of the licence issued in respect of that station under the law of the country in which the aircraft is registered, and by a person duly licensed or otherwise permitted to operate the radio station under the law.
- (2) Whenever an aircraft is in flight in such circumstances that it is required by or under these Regulations to be equipped with radio communication apparatus, a continuous radio watch shall be maintained by a member of the flight crew listening to the signals transmitted upon the frequency notified or designated by a message received from an appropriate aeronautical radio station, for use by that aircraft, provided that —
 - (a) the radio watch may be discontinued or continued on another frequency to the extent that a message as aforesaid so permits; and
 - (b) the watch, may be kept by a device installed in the aircraft if —
 - (i) the appropriate aeronautical station has been informed to that effect and has raised no objection; and
 - (ii) that station is notified or in the case of a station situated in a country other than Ghana otherwise designated as transmitting a signal suitable for that purpose.
- (3) The radio station in an aircraft shall not be operated so as to cause interference which impairs the efficiency of aeronautical telecommunications, or navigational services, and in particular emissions shall not be made except as follows —

- (a) emissions of the class and frequency for the time being in use, in accordance with general international aeronautical practice;
- (b) distress, urgency and safety messages and signals, in accordance with general international aeronautical practice;
- (c) messages and signals relating to the flight of the aircraft in accordance with general international aeronautical practice, and
- (d) such public correspondence messages as may be permitted by or under the aircraft radio licence referred to in sub-regulation (1) of this regulation.

(4) In every aircraft registered in Ghana which is equipped with radio communication apparatus a telecommunication log book shall be kept in which the following entries shall be made —

- (a) the identification of the aircraft radio station;
- (b) the date and time of the beginning and end of every radio watch maintained in the aircraft and of the frequency on which it was maintained;
- (c) the date and time, and particulars of all messages and signals sent or received, including in particular details of any distress traffic sent or received;
- (d) particulars of any action taken upon the receipt of a distress signal or message; and
- (e) particulars of any failure or interruption of radio communications and the cases thereof;

except that a telecommunication log book shall not be required to be kept in respect of communication by radiotelephony with a radio station on land or on a ship which provides a radio service for aircraft.

- (5) The flight radio operator maintaining radio watch shall sign the entries in the telecommunication log book indicating the times at which he began and ended the watch.
- (6) The telecommunication log book shall be preserved by the operator of the aircraft for 6 months after the date of the last entry.

(7) In any flying machine registered in Ghana which is engaged on a flight for the purpose of public transport, the pilot and the flight engineer (if any) shall not make use of a hand-held microphone (whether for the purpose of radio communication or of intercommunication within the aircraft) whilst the aircraft is flying in controlled airspace below flight level 150 or is taking off or landing.

Regulation 38—Minimum Navigation Performance.

An aircraft registered in Ghana shall not fly in airspace prescribed for the purposes of this regulation unless —

- (a) it is equipped with navigation systems which enable the aircraft to maintain the prescribed navigation performance capability;

(b) the navigation system required by paragraph (a) are approved by the Authority and installed and maintained in a manner approved by the Authority;

(c) the operating procedures for the navigation systems required by paragraph (a) are approved by the Authority; and

(d) the equipment is operated in accordance with the approved procedure and it enables the aircraft to maintain the accuracy notified while it is flying in the said airspace.

Regulation 38(a)—Operations Within Minimum Navigation Performance Specifications Airspace or Reduced Vertical Separation Minimum Airspace.

(1) Unless otherwise authorised by the Authority, no person may operate a civil aircraft of Ghanaian Registry in either Minimum Navigation Performance Specifications (MNPS) airspace or Reduced Vertical Separation Minimum airspace (RVSM) unless that aircraft has approved navigation performance capability and/or height keeping capability which complies with the requirements of ICAO Doc 7030.

(2) The volume of airspace for MNPS and RVSM operations should be defined in the applicable section/area of ICAO Doc 7030 based on Regional Air Navigation Agreement. The North Atlantic region's airspace is the first to adopt both of these specific reductions in oceanic separation minima.

(3) Request for approval should be provided to the Authority after the operator has met the system requirements and at least 30 days before the proposed first flight into the airspace.

Approval will be indicated in the following form:

(a) Holders of an Air Operator's Certificate will be issued a Specific Operating Provision;

(b) All other operators will be issued a Letter of Authorisation.

Regulation 39—Use of Flight Recording Systems and Preservation of Records.

(1) On any flight on which a Flight Data or Cockpit Voice Recorder is required by or under these Regulations to be carried in an aeroplane, it shall always be in use from engine start to engine shut down.

(2) The operator of the aircraft shall, subject to regulation 64, preserve the record made by the flight data recorder, together with means of identifying the record with the flight to which it relates for a period of 30 days after the end of the flight or such longer period as the authority may in a particular case direct.

Regulation 40—Towing of Gliders.

(1) An aircraft in flight shall not tow a glider unless the certificate of airworthiness issued or rendered valid in respect of the towing aircraft under the law of the country in which that aircraft is registered includes an express provision that it may be used for that purpose.

(2) The length of the combination of towing aircraft, tow rope and glider in flight shall not exceed 150 metres.

(3) The commander of an aircraft which is about to tow a glider shall satisfy himself before the towing aircraft takes off —

(a) that the tow rope is in good condition and is of adequate strength for the purpose, and that the combination of towing aircraft and glider is capable of flying in the manner referred to in regulation 32 (1)(g);

(b) that signals have been agreed and communication established with persons suitably stationed so as to enable the glider to take off safely; and

(c) that emergency signals have been agreed between the commander of the towing aircraft and the commander of the glider, to be used respectively, by the commander of the towing aircraft to indicate that the tow should immediately be released by the glider, and by the commander of the glider to indicate that the tow cannot be released.

(4) The glider shall be attached to the towing aircraft by means of the tow rope before the aircraft takes off.

Regulation 41—Towing, Picking up and Raising of Persons and Articles.

(1) Subject to the provisions of this regulation, an aircraft in flight shall not, by means external to the aircraft, tow any article, other than a glider, or pick up or raise any person, animal or article, unless the certificate of airworthiness, issued or rendered valid in respect of that aircraft under the law of the country in which the aircraft is registered includes an express provision that it may be used for that purpose.

(2) An aircraft in flight shall not tow article, other than a glider, at night or when flight visibility is less than one mile.

(3) The length of the combination of towing aircraft, tow rope, and article in tow, shall not exceed 150 metres.

(4) A helicopter shall not fly at any height over a congested area or a city, town or settlement at any time when an article, person or animal is suspended from the helicopter.

(5) Nothing in this regulations shall —

(a) prohibit the towing in a reasonable manner by an aircraft in flight of any radio aerial, instrument which is being used for experimental purposes, or any signal, apparatus or article required or permitted by or under these Regulations to be towed or displayed by an aircraft in flight.

(b) prohibit the picking up or raising of any person, animal or article in an emergency or for the purpose of saving life;

(c) apply to any aircraft while it is flying in accordance with the "B Conditions" set out in Schedule 2; and

(d) be taken to permit the towing or picking up of a glider otherwise than in accordance with regulation 40.

Regulation 42—Dropping of Persons, Animals and Articles.

(1) Articles and animals (whether or not attached to a parachute) shall not be dropped or permitted to drop from an aircraft in flight so as to endanger persons or property.

(2) Except under and in accordance with the terms of an aerial application certificate granted under 43 of these regulations, articles, animals and persons (whether or not attached to a parachute) shall not be dropped or permitted to drop, to the surface from an aircraft flying over Ghana.

Sub-regulation (2) shall not apply to the descent of persons by parachute from an aircraft in an emergency, or to the dropping of articles by or with the authority of the commander of the aircraft in the following circumstances—

(a) the dropping of articles for the purpose of saving life;

(b) the jettisoning, in case of emergency, of fuel or other articles in the aircraft;

(c) the dropping of ballast in the form of fine sand or water;

(d) the dropping of articles solely for the purpose of navigating the aircraft in accordance with ordinary practice or with the provisions of these Regulations;

(e) the dropping at an aerodrome of tow ropes, banners of similar articles towed by aircraft;

(f) the dropping of articles for the purpose of public health or as a measure against weather conditions or oil pollution, or for the training of the dropping of articles for any such purpose if the articles are dropped with the permission of the authority and in accordance with any conditions subject to which that permission may have been given; or

(g) the dropping of wind drift indicators for the purpose of enabling parachute descents to be made if the wind drift indicators are dropped with the permission of the Authority and in accordance with any conditions subject to which that permission may have been given.

(3) For the purposes of this regulation "dropping" includes projecting and lowering.

(4) Nothing in this regulation shall prohibit the lowering of any person, animal or article from a helicopter to the surface, if the certificate of airworthiness issued or rendered valid in respect of the helicopter under the law of the country in which it is registered includes an express provision that it may be used for that purpose.

Regulation 43—Issue of Aerial Application Certificates.

(1) An aircraft shall not be used for the dropping of articles for the purposes of agriculture, horticulture or forestry or for training for the dropping of articles for any of such purposes, otherwise than under and in accordance with the terms of an aerial application certificate granted to the operator of the aircraft under sub-regulation (2) of this regulation.

(2) The Authority may grant to any person applying for an aerial application certificate if it is satisfied that the person is a fit person to hold the certificate and is competent, having regard in particular to his previous conduct and experience, his equipment, staffing and other arrangements to secure the safe operation of the aircraft specified in the certificate on flights for the purposes specified in sub-regulation (1).

(3) An aerial application certificate may be granted subject to such conditions as the Authority thinks fit including without prejudice to the generality of the foregoing, conditions for ensuring that the aircraft and any article dropped from it does not endanger persons or property in the aircraft or elsewhere and shall subject to regulation 61 remain in force for the period specified in the certificate.

(4) Every applicant for and holder of an aerial application certificate shall make available to the Authority upon application and every member of his operation staff upon the certificate being granted, an aerial application manual which shall contain all such information and instructions as may be necessary to enable the operation staff to perform their duties and the holder of certificate shall make such amendments of or additions to the manual as the Authority may require.

Regulation 44—Carriage of Weapons and of Ammunitions of War.

(1) An aircraft shall not carry any ammunitions of war unless —

(a) such ammunitions of war are carried with the written permission of the Authority and in accordance with any conditions relating thereto; and

(b) the commander of the aircraft is informed in writing by the operator before the flight commences of the type, weight, quantity and location of any such ammunitions of war on board or suspended beneath the aircraft and any conditions of the permission of the Authority.

(2) Notwithstanding sub-regulation (1) it shall be unlawful to permit an aircraft to carry any weapon or ammunitions of war in any compartment or apparatus to which passengers have access.

(3) It shall be unlawful for a person to carry or have in his possession or take or cause to be taken on board an aircraft, to suspend or cause to be suspended beneath an aircraft or to deliver or cause to be delivered for carriage any weapon or ammunitions of war unless —

(a) the weapon or ammunitions of war —

(i) is either part of the baggage of a passenger on the aircraft or consigned as cargo to be carried;

(ii) is carried in a part of the aircraft, or in any apparatus attached to the aircraft inaccessible to passengers; and

(iii) in case of a firearm, is unloaded;

(b) particulars of the weapon or ammunitions of war have been furnished by that passenger or by the consignor to the operator before the flight commences; and

(c) without prejudice to sub-regulation (1) the operator consents to the carriage of such weapon or ammunitions of war by the aircraft.

(4) Nothing in this regulation shall apply to any weapon or ammunitions of war taken or carried on board an aircraft if the weapon or ammunitions of war, may under the law of the country in which the aircraft is registered be lawfully taken or carried on board for the purpose of ensuring the safety of the aircraft or of persons on board.

(5) For the purposes of this regulation “ammunitions of war” means any weapon, ammunition or article containing an explosive or any noxious liquid, gas or other thing which is designed or made for use in warfare or against persons including parts, whether components or accessories for such weapon, ammunition or article.

Regulation 45—Carriage of Dangerous Goods.

(1) Dangerous goods shall not be carried in an aircraft except where —

(a) the goods are carried in accordance with any regulations which the Authority may make to permit dangerous goods to be carried either in aircraft generally or in aircraft of any class specified in these regulations;

(b) the goods are carried with the written permission of the Authority and in accordance with the conditions to which permission may be subject;

(c) the goods are carried in aircraft with the consent of its operator to ensure its proper navigation or safety or the well-being of any person on board; or

(d) the goods are permitted to be carried under the laws of the country in which the aircraft is registered, and there is in force in relation to such country an agreement between the Ghana Government and the Government of that country permitting the carriage of dangerous goods within Ghana in aircraft registered in that country.

(2) Dangerous goods permitted by or under these Regulations to be carried in an aircraft shall not be loaded as cargo unless —

(a) the consignor of the goods has given the operator of the aircraft written particulars of the nature of the goods within Ghana in aircraft registered in that country; and

(b) the goods or any container in which they are packed are clearly marked so as to indicate that danger to the person loading the goods in the aircraft.

(3) The operator of an aircraft shall, before the flight begins, inform the commander of the aircraft of the identity of the goods, the danger to which they give rise and the weight or quantity of the goods.

(4) It shall be unlawful for any person to take or cause to be taken on board an aircraft, or to deliver or cause to be delivered for loading any goods which he knows or has reason to believe or suspect to be dangerous goods whose carriage is prohibited by this regulation.

(5) The provisions of this regulation is in addition to and not in derogation from the provisions of regulation 44.

Regulation 46—Method of Carriage of Persons.

(1) A person shall not be in or on any part of an aircraft in flight which is not a part designed for the accommodation of persons and in particular a person shall not be on the wings or undercarriage of an aircraft.

(2) A person shall not be in or on any object, other than a glider or flying machine, towed by or attached to an aircraft in flight provided that a person may have temporary access to—

(a) any part of an aircraft for the purpose of taking action necessary for the safety of the aircraft or of any person, animal or goods therein; and

(b) any part of an aircraft in which cargo or stores are carried, being a part which is designed to enable a person to have access thereto while the aircraft is in flight.

Regulation 47—Exits and Break-In Markings.

(1) This regulation shall apply to every public transport aircraft registered in Ghana.

(2) Whenever an aircraft to which this regulation applies is carrying passengers, every exit there and every internal door in the aircraft shall be in working order, and during take-off and landing and during any emergency, every such exit and door shall be kept free of obstruction and shall not be fastened by locking or otherwise so as to prevent, hinder or delay its use by passengers,

(3) An exit may be obstructed by cargo if it is an exit which, in accordance with arrangements approved by the Authority either generally or in relation to a class of aircraft or a particular aircraft, is not required for use by passengers and a door between the flight crew compartment and any adjacent compartment to which passengers have access may be locked or bolted if the commander of the aircraft so determines, to prevent access by passengers to the flight crew compartment.

(4) Every exit from the aircraft being an exit intended to be used by passengers in normal circumstances, shall be marked with the word "EXIT" in capital letters and every other exit intended to be used by passengers in emergency only shall be marked with the words "EMERGENCY EXIT" in capital letters.

(5) Every exit from the aircraft shall be marked with instructions in English and with diagrams, to indicate the correct method of opening the exit.

(6) Markings shall be placed on or near the inside surface of the door or other closure of the exit and, if it is operable from the outside of the aircraft, or near the exterior surface.

(7) Every aircraft to which this regulation applies, being an aircraft of which the maximum total weight authorised exceeds 3,600kg., shall be marked upon the exterior surface of its fuselage with markings to show the areas (in this paragraph referred to as "break-in-areas") which can for purposes of rescue in an emergency, be most readily and effectively broken into by persons outside the aircraft.

(8) The break-in areas shall be rectangular in shape and shall be marked by right-angle corner markings each arm of which shall be 10.2 centimetres along its outer edge and 2.54 centimetres.

(9) The words "Cut Here in Emergency" shall be marked across the centre of each break-in in capital letters.

(10) The markings required by this regulation shall —

(a) be painted or affixed by other equally permanent means;

(b) be red in colour and, in any case in which the colour of the adjacent background is such as to render red markings not readily visible, be outlined in white or some other contrasting colour in such a manner as to render them readily visible.

Regulation 48—Imperilling Safety of Aircraft, Persons and Property.

(1) No person shall commit any act likely to imperil the safety of an aircraft whether by interference with any member of its personnel, or by tampering with the aircraft or its equipment, by disorderly conduct or by any other means.

(2) A person shall not while in any aircraft in flight wilfully or negligently act in a manner likely to endanger any person or property.

Regulation 49—Drunkenness in Aircraft.

(1) A person shall not enter any aircraft when drunk, or be drunk in any aircraft.

(2) A person shall not, when acting as a member of the crew of any aircraft or being carried in an aircraft for the purpose of so acting be under the influence of alcohol or drug.

Regulation 50—Smoking in Aircraft.

(1) Notices indicating when smoking is prohibited shall be exhibited in every aircraft registered in Ghana so as to be visible from each passenger seat.

(2) A person shall not smoke in any compartment of an aircraft registered in Ghana at a time when smoking is prohibited in that compartment by notice to the effect exhibited by or on behalf of the commander of the aircraft.

(3) A person shall not smoke on an aircraft where it is announced on behalf of the commander by a member of the crew that there should be no smoking.

Regulation 51—Authority of Commander of Aircraft.

Every person in an aircraft registered in Ghana shall obey all lawful commands which the commander of that aircraft may give to secure the safety of the aircraft and of persons or property carried or the safety, efficiency or regularity of air navigation.

Regulation 52—Stowaways.

A person shall not hide himself for the purpose of being carried in an aircraft without the consent of either its operator or its commander or any other person entitled to give consent to his being carried in the aircraft.

Regulation 53—Exhibitions of Flying.

(1) No person shall act as the organiser of an exhibition of flying (in this regulation referred to as the "exhibition organiser") at an organised event which the exhibition organiser reasonably believes is likely to be attended by more than 500 persons and which event consists wholly or partly of an exhibition of flying unless at the time at which such an exhibition of flying commences

the exhibition organiser has obtained the permission in writing of the Authority under sub-regulation (3) of this regulation for that exhibition of flying and complies with any conditions specified therein.

(2) The commander of an aircraft intending to participate in an exhibition of flying for which a permission is required by virtue of sub-regulation (1) shall take all reasonable steps to satisfy himself before he participates that —

(a) the exhibition organiser has been granted such permission;

(b) the flight can comply with any relevant conditions subject to which that permission may have been granted; and

(c) the pilot has been granted a display authorisation appropriate for the intended flight.

(3) No person shall act as a pilot of an aircraft participating in an exhibition of flying for which a permission is required under sub-regulation (1) of this regulation unless he holds a display authorisation appropriate for the intended flight granted to him by the Authority and he complies with any condition thereof.

(4) The Authority may grant to any person applying for a permission required under sub-regulation (1) of this regulation if it is satisfied that he is a fit and competent person, having regard in particular to his previous conduct and experience, his organisation, staffing and other arrangements, to safely organise the proposed exhibition of flying. The permission may be granted subject to such conditions, which may include conditions in respect of military aircraft, as the Authority thinks fit and shall, subject to regulation 7 of these Regulations remain in force for the period specified in the permission.

PART VI—FATIGUE OF CREW

Regulation 54—Application and Interpretation of Regulations.

(1) Regulations 55 to 59 of these Regulations apply to any aircraft registered in Ghana which is either—

(a) engaged on a flight for the purpose of public transport; or

(b) operated by an air transport undertaking

except that the regulations shall not apply to a flight with the only purpose of instruction in flying given by or on behalf of a flying club or flying school, or a person who is not an air transport undertaking.

(2) For the purpose of these Regulations, a helicopter shall be deemed to be in flight from the moment the helicopter first moves under its own power for the purpose of taking off until the rotors are next stopped.

Regulation 55—Fatigue of Crew-operators Responsibilities.

(1) The operator of an aircraft shall not cause or permit the aircraft to fly unless—

(a) he has established a scheme for the regulation of flight times for every person flying in that aircraft as member of the crew;

(b) the scheme is approved by the Authority subject to such conditions as it thinks fit, and the scheme is incorporated in the operations manual as required by these Regulations; and

(c) he has taken all such steps as are reasonably practicable to ensure that the provisions of the scheme will be complied with by every person flying in that aircraft as a member of its crew.

(2) The operator of an aircraft to which these regulations apply shall not cause or permit any person to fly in the aircraft as a member of its crew if he knows or has reason to believe that that person is suffering from, or having regard to the circumstances of the flight to be undertaken is likely to suffer from such fatigue while he is flying as may endanger the safety of the aircraft or its occupants.

(3) The operator of an aircraft to which these regulations apply shall not cause or permit any person to fly as a member of its crew unless the operator has in his possession an accurate and up to date record in respect of the person and in respect of the 28 days immediately preceding the flight showing —

(a) all his flight times; and

(b) brief particulars of the nature of the function performed by him in the course of the flight time.

(4) The record referred to in sub-regulation (3) shall be preserved by the operator of the aircraft until a date 12 months after the flight referred to in that sub-regulation.

Regulation 56—Fatigue of crew — Responsibilities of crew.

(1) No person shall act as a member of the crew of an aircraft to which this regulation applies if he knows or suspects that he is suffering from or having regard to the circumstances of the flight to be undertaken, is likely to suffer from, such fatigue as may endanger the safety of the aircraft or its occupants.

(2) No person shall act as a member of the flight crew of an aircraft to which this regulation applies unless he has ensured that the operator of the aircraft is aware of his flight times during the period of 28 days preceding the flight.

Regulation 57—Flight times — Responsibilities of Crew.

(1) No person shall fly as a member of the flight crew of an aircraft registered in Ghana if at the beginning of the flight the aggregate of all his previous flight times exceed —

(a) 30 hours in the previous 7 consecutive days;

(b) 100 hours in the previous 28 consecutive days; or

(c) 900 hours in any calendar year of 365 days.

(2) Sub-regulation (1) shall not apply to flights made in an aircraft of which the maximum total weight authorised does not exceed 1,600kg. and which is not flying for the purpose of public transport or aerial work.

(3) Flight time and flying duty hours in any 24 hour period shall not exceed respectively —

(a) in scheduled operations —

(i) 10 hours (flight time);

(ii) 14 hours (duty time)

(b) in non-scheduled operations —

(i) 12 hours (flight time)

(ii) 16 hours (duty time)

(c) 2 Captains, 2 Co-Pilots, and 2 Flight Engineers (when required) for —

(i) 16 hours (flight time)

(ii) 20 hours (duty time)

(4) No person shall be on duty as cabin crew member for more than 16 hours in any 24 consecutive hour period.

(5) A person flying as a member of the flight crew in an aircraft registered in Ghana, shall do not more than 4 landings on a scheduled journey and as a cabin crew member not more than 6 sectors in any 24 hours.

(6) A crew member shall not do more than 6 sectors in any 24 hours for an unscheduled journey.

Regulation 58—Pilot-in-Command's Discretionary Powers.

(1) Where it becomes absolutely necessary for the pilot-in-command to extend flight duty period or sector limitation, or reduce rest period, he may do so but by not more than 20% or 3 hours of the regulated time or period and by not more than 1 sector above the regulated limitation.

(2) Discretionary powers shall be exercised only under the following conditions —

(a) on request for search and rescue;

(b) to provide assistance in case of emergency;

(c) to remove the aircraft from a place where in his opinion, the safety of the aircraft is threatened;

(d) to ensure completion of a flight delayed by unforeseen circumstances; and

(e) when required by national security.

(2) In any of the cases stated in paragraphs (a) to (e) of sub-regulation (1), the pilot-in-command shall file a discretionary report with the Director-General of the Authority as soon as is reasonably practicable.

Regulation 59—Rest Period.

(1) A crew member shall be granted rest period following a flight duty period as follows—

Immediately Preceding Flight Duty of —	Minimum Rest Period
Up to 12 hours	10 hours
Exceeding 12 hours but not more than 14 hours	12"
Exceeding 14 hours but not more 15 hours.	14"
Exceeding 16 hours but not more 18 hours	16"
Exceeding 18 hours but not more 20 hours	18"
Exceeding 20 hours	24"
Exceeding 20 hours and return to base	32"

Regulation 60—Documents to be Carried.

(1) No person shall fly an aircraft unless that aircraft carries the documents which it is required to carry under the law of the country in which it is registered.

(2) an aircraft registered in Ghana shall, when in flight carry documents in accordance with Schedule 12.

(3) Where the flight is intended to begin and end at the same aerodrome and does not include passage over the territory of any country other than Ghana, the documents may be kept at that aerodrome instead of being carried in the aircraft.

Regulation 61—Record to be Kept.

The operator of public transport aircraft registered in Ghana shall in respect of any flight by that aircraft during which it may fly at an altitude of more than 15,000 metres keep a record in a manner prescribed of the total dose of cosmic radiation to which the aircraft is exposed during the flight together with the names of members of the crew of the aircraft during the flight.

Regulation 62—Production of Documents and Records.

(1) The commander of an aircraft shall within a reasonable time after being requested to do so by an authorised person, cause to be produced to that person—

- (a) the certificates of registration and airworthiness in force in respect of the aircraft;
- (b) the licences of its flight crew;
- (c) such other documents as the aircraft is required under regulation 60 to carry when in flight; and
- (d) an insurance certificate in respect of the aircraft.

(2) The operator of an aircraft registered in Ghana shall, within a reasonable time after being requested to do so by an authorised person, cause to be produced to that person any of the following documents or records —

- (a) the documents referred to in Schedule 12 as Documents A, B, and G;
 - (b) the aircraft log book, engine log book and variable pitch propeller log books required under these Regulations to be kept;
 - (c) the weight schedule, if any, required to be preserved under regulation 16;
 - (d) in the case of a public transport aircraft or aerial work aircraft, the documents referred to in Schedule 12 as Documents D, E, F and H;
 - (e) any records of flight times, duty periods and rest periods which he is required by regulation 55 (3) to preserve, and such other documents and information in the possession or control of the operator, as the authorised person may require to determine whether these records are complete and accurate;
 - (f) any such operation manuals as are required to be made available under regulation 25(2) (a)(i);
 - (g) the record made by any flight data recorder to be carried by or under these regulations;
 - (h) the record made from any cosmic radiation detection equipment together with the records of the names of the members of the crew of the aircraft which are required to be kept under regulation 61.
- (3) The holder of a licence granted or rendered valid under these Regulations shall, within a reasonable time after being requested to do so by an authorised person, produce to that person his licence, including any certificate of validation. The requirements of this regulation shall be deemed to have been complied with, except in relation to licences required by regulation 61 to be carried in the aircraft or kept at any aerodrome if the licence requested is produced within 5 days after the request has been made, at a place specified, at the time of the request, by the person to whom the request is made.
- (4) Every person required by regulation 22 to keep a personal flying log book shall cause it to be produced within a reasonable time to an authorised person after being requested to do so by him within 2 days after the date of the entry.

Regulation 63—Power to Inspect and Copy Documents and Records.

An authorised person shall have the power to inspect and copy any certificate, licence, log book, document or record which he has the power under these Regulations to require to be produced to him.

Regulation 64—Preservation of documents and records.

Unless otherwise authorised by the Authority, the following records must be maintained, and in a form acceptable to the Authority, for the period specified:

- (a) Operations personnel qualification/training records — A list of all initial qualifications/dates must be maintained as long as employed by the operator, training records must be maintained for two years and then both for one year thereafter

- (b) Airworthiness qualification/training records — All must be maintained as long as employed by the operator and then for two years thereafter
- (c) Load manifest records — six months
- (d) Flight times, duty periods and rest period records — two years
- (e) Flight (trip papers-weather, flight plan, crew/passenger list, etc) folders — six months
- (f) Aircraft records — All must be maintained as long as the aircraft remains on the Ghana registry and then for two years thereafter
- (g) Airworthiness records (other than aircraft) — All must be maintained as long as the operator holds an AOC
- (h) Legal records (contracts, lease agreements, etc.) — one year after termination
- (i) All other records — two years

Regulation 65—Revocation, Suspension and Variation of Certificates, Licences and other Documents.

- (1) The Authority may, if it thinks fit, provisionally suspend or vary any certificate, licence, approval, permission, exemption or other documents issued or granted under these Regulations pending investigation of the case.
- (2) The Authority may, on sufficient ground being shown to its satisfaction after due inquiry, including hearing any person involved in the issue of revocation, suspension or variation of any such certificate, licence, approval, permission, exemption or other document.
- (3) The holder or any person who has the possession or custody of any certificate, licence, approval, permission, exemption or other document which has been revoked, suspended or varied under these Regulations shall surrender it to the Authority within a reasonable time after being required to do so by the Authority.
- (4) The breach of any condition subject to which any certificate, licence, approval, permission, exemption or other document, other than a licence issued in respect of an aerodrome, has been granted or issued or which has effect under these Regulations shall, in the absence of provision to the contrary in the document, render the document invalid during the continuance of the breach.
- (5) Notwithstanding sub-regulation (1) a flight manual, performance schedule or other documents incorporated by reference in the certificate of airworthiness may be varied on sufficient ground being shown to the satisfaction of the Authority.

Regulation 66—Offences in relation to documents and records.

- (1) A person shall not with intent to deceive —
 - (a) use any certificate, licence, approval, permission exemption or other document issued or required by or under these Regulations which has been forged, altered, revoked or suspended, or to which he is not entitled;

(b) lend any certificate, licence, approval, permission, exemption or other document issued or required by or under these Regulations, to, or allow it to be used by any other person; or

(c) make any false representation for the purpose of procuring for himself or any other person the grant, issue renewal of any such certificate, licence, approval, permission, exemption or other document.

(2) A person shall not intentionally damage, alter or render illegible any log book or other record, required by or under these Regulations to be maintained or any entry made in it or knowingly make, or procure or assist in the making, of any false entry in or material omission from any such log book or record or destroy any such log book or record during the period for which it is required under these Regulations to be preserved;

(3) All entries made in writing in any log book or record referred to in sub-regulation (2) of this regulation shall be made in indelible ink.

(4) No person shall knowingly make in a load sheet any entry which is incorrect in any material particular, or any material omission from such a load sheet.

(5) No person shall issue any certificate for the purposes of these Regulations unless —

(a) he is authorised to do so under these Regulations; and

(b) he has satisfied himself that all statements in the certificate are correct.

PART VIII—CONTROL OF AIR TRAFFIC

Regulation 67—Rules of the Air and Air Traffic Control.

(1) The Authority may make rules (hereafter referred to as the Rules of the Air and Air Traffic Control) prescribing —

(a) the manner in which aircraft may move or fly including provision for requiring aircraft to give way to military aircraft;

(b) the lights and other signals to be shown or made by aircraft or persons;

(c) the lighting and marking of aerodromes;

(d) the air traffic control services to be provided at aerodromes;

(e) the licensing of persons providing air traffic control services;

(f) any other provisions to secure the safety of aircraft in flight and in movement and the safety of persons and property on the surface.

(2) Subject to sub-regulation (3) of this regulation, it shall be an offence to contravene, to permit the contravention of, or to fail to comply with, the rules of the Air and Air Traffic Control.

(3) It shall be lawful for the Rules of the Air and Air Traffic Control to be departed from to the extent necessary—

(a) to avoid immediate danger;

- (b) to comply with the law of any country other than Ghana within which the aircraft then is; or
- (c) to comply with the Ministry of Defence Flying Orders in relation to an aircraft of which the commander is acting as such in the course of his duty as a member of any of the armed forces of Ghana.

(4) If any departure from the Rules of the Air and Air Traffic Control is made in order to avoid immediate danger, the commander of the aircraft shall cause written particulars of the departure, and of the circumstances giving rise to it, to be given within 10 days thereafter to the competent authority of the country in whose territory the departure was made or if the departure was made over the high seas, to the Authority.

(5) Nothing in the Rules of the Air and Air Traffic Control shall exonerate any person from the consequences of any neglect in the use of lights or signals or of the neglect of any precautions required by ordinary aviation practice or by the special circumstances of the case.

Regulation 68—Provision of Air Traffic Services.

(1) No person shall provide an air traffic control service otherwise than under and in accordance with the terms of an approval granted to him by the Authority, and the Authority shall grant an approval to any person applying if it is satisfied that the person is competent, having regard to his organisation, staffing, equipment, maintenance and other arrangements, to provide a service which is safe for use by aircraft.

(2) In the case of an aerodrome (other than a Government aerodrome) in respect of which there is equipment for providing holding aid, let-down aid or approach aid by radio or radar the person in charge of the aerodrome shall—

(a) inform the Authority in advance of the periods during and times at which any such equipment is to be in operation for the purpose of providing such aid as is specified by the person; and

(b) during any period and at such times as are notified, cause an air traffic control service to be provided for any aircraft which is flying in, or in the vicinity of, the aerodrome traffic zone whether or not it is flying by visual reference to the surface.

(3) The Authority may direct that there shall be provided in respect of any aerodrome (other than a Government aerodrome) such air traffic control service, aerodrome flight information service or a means of two-way radio communication as the Authority considers appropriate in respect thereof.

(4) The Authority may specify in the direction the periods during and the times at which such service or such means shall be provided and the person in charge of the aerodrome shall cause such a service or such means to be provided in accordance with the direction.

(5) Obligations to cause an air traffic control service to be provided arising under sub-regulation (2) or (3) are without prejudice to each other.

Regulation 69—Use of Radio Call signs at Aerodromes.

The person in charge of an aerodrome provided with means of two-way radio communication shall not cause or permit any call sign to be used for a purpose other than a purpose for which that call sign has been notified.

Regulation 70—Licensing of Air Traffic Controllers.

(1) The Authority shall grant a licence subject to such conditions as it thinks fit to any person to act as an air traffic controller upon its being satisfied that the applicant is a fit person to hold the licence and is qualified by reason of his knowledge, experience, competence, skill, physical and mental fitness to act, and for that purpose the applicant shall furnish such evidence and undergo such examinations and tests (including in particular medical examinations) as the Authority may require of him, except that the Authority shall not grant an air traffic controller's licence which includes a rating to a person under the age of 21 years.

(2) Every licence to act as an air traffic controller shall include —

(a) ratings of one or more of the classes set out in Schedule II to these Regulations specifying the type of air traffic control service which holder of the licence is competent to provide; and

(b) a list of the places at which, and the type of radar equipment, if any, with the aid of which he may provide the service.

(3) If throughout any period of 90 days, the holder of the licence to control air traffic has not at any time provided at a particular place the type of air traffic control service specified in the rating, the rating shall, without prejudice to the Authority's powers under regulation 62 of these Regulations cease to be valid for that place at the end of that period, and upon the rating ceasing to be valid for a place the holder of the licence shall inform the Authority to that effect and shall forward the licence to the Authority to enable it to be endorsed accordingly.

(4) Subject to regulation 65 of these Regulations a licence to act as an air traffic controller shall remain in force for the period indicated in the licence and may be renewed by the Authority from time to time upon its being satisfied that the applicant is a fit person and is still qualified to so act.

(5) Every applicant for and holder of an air traffic controller's licence shall upon such occasions as the Authority may require —

(a) submit himself to medical examinations by a person approved by the Authority either generally or in a particular case and that person shall make a report to the Authority in such form as the Authority may require; and

(b) submit himself to such examinations and tests and furnish such evidence as to his knowledge, experience, competence and skill, as the Authority may require and such examinations and tests conducted by the Authority or by a person approved by the Authority.

(6) On the basis of the medical examination referred to in sub-regulation (5) of this regulation, the Authority or any person approved by it as competent to do so may issue a medical certificate subject to such conditions as it or he thinks fit to the effect that the holder of the licence has been assessed as fit to perform the functions to which the licence relates. The certificate shall, without prejudice to regulation 65 of these Regulations be valid for the period specified in it and shall form part of the licence.

(7) The holder of an air traffic controller's licence shall not provide any type of air traffic control service at any such aerodrome or place referred to in regulation 71 of these Regulations unless his licence includes a medical certificate issued and in force under sub-regulation (5) of this regulation.

Regulation 71—Prohibition of Unlicensed Air Traffic Controllers.

(1) No person shall provide at any place any type of our traffic control service or hold himself out whether by use of radio call sign or in any other way, as a person who may provide any type of air control service unless —

(a) in the case of an air traffic control service, he is the holder, and complies with the terms of —

(i) a valid air traffic controller's licence so granted authorising him to provide that type of service at that place; or

(ii) a valid air traffic controller's licence so granted which does not authorise him to provide that type of service at that place, but he is supervised by a person who is present at that time and who is the holder of a valid air traffic controller's licence so granted which authorises him to provide at that place the type of air traffic control service which is being provided.

(2) The holder of an air traffic controller's licence shall not be entitled to perform any of the functions specified in Schedule 2 to these Regulations in respect of a rating at any place unless—

(a) his licence includes that rating and the rating is valid for the place at which and the type of radar equipment, if any, with the aid of which, the functions are performed, or

(b) he is supervised by a person who is present at the time and who is holder of a valid air traffic controller's licence granted under these Regulations which authorises him to provide at that place the type of air traffic control service which is being provided.

(3) Nothing in a licence granted under regulation 70 of these Regulations shall permit a person to operate manually any direction-finding equipment for the purpose of providing air traffic control service to an aircraft at a time when he is providing air traffic control service or making signals to that aircraft or to another aircraft.

(4) Nothing in these Regulations shall prohibit the holder of a valid air traffic controller's licence from providing at any place for which the licence includes a valid rating information to aircraft in flight in the interest of safety.

Regulation 72—Incapacity of Air Traffic Controllers.

(1) Every holder of an air traffic controller's licence granted under regulation 70 of these Regulations who—

(a) suffers any personal injury or illness involving incapacity to undertake the functions to which his licence relates throughout a period of 20 consecutive days; or

(b) in the case of a woman, has reason to believe that she is pregnant shall inform the Authority in writing of such injury, illness or pregnancy as soon as possible.

(2) An air traffic controller's licence shall be deemed to be suspended during the period of injury or illness referred to in sub-regulation (1)(a) of this regulation. The suspension of the licence shall cease —

(a) upon the holder being medically examined under arrangements made by the Authority and pronounced fit to resume his functions under the licence; or

(b) upon the Authority exempting the holder from the requirement of a medical examination subject to such conditions as the Authority may think fit.

(3) Upon the pregnancy of the holder of an air traffic controller's licence being confirmed the licence shall be deemed to be suspended and such suspension may be lifted by the Authority subject to such conditions as it thinks fit, and shall cease upon the holder being medically examined under arrangements made by the Authority after the pregnancy has ended and pronounced fit to resume her functions under the licence.

Regulation 73—Power to Prohibit or Restrict Flying.

(1) Where the Authority thinks it necessary in the public interest to restrict or prohibit flying over any area of Ghana or along any route therein by reason of—

(a) the intended gathering or movement of a large number of persons;

(b) the intended holding of an aircraft race or contest or of an exhibition of flying; or

(c) national defence or any other reason affecting the public interest;

the Authority may give directives prohibiting, restricting or imposing conditions on flight, either generally or in relation to any class of aircraft, over any such area or along any such route, and an aircraft shall not fly in contravention of such directives.

(2) Where the commander of an aircraft becomes aware that the aircraft is flying in contravention of any rules made for any of the reasons referred to in sub-regulation (1)(c) of this regulation he shall forthwith cause a signal of distress to be made by radio or by one of the prescribed visual signals, and shall (unless otherwise instructed by the appropriate air traffic control unit or by or on behalf of the person responsible for safety within the relevant airspace), cause the aircraft to land at the aerodrome, being an aerodrome suitable for that purpose, which it can reach by flying to the least possible extent over the area to which the rules relate and the aircraft shall not begin to descend while over such area.

Regulation 74—Balloons, Kites, Airships, Gliders and Parascending Parachutes.

(1) Within Ghana—

(a) a captive balloon or kite shall not be flown at a height of more than 60m above the ground level or within 60m of any vessel, vehicle or structure;

(b) a captive balloon shall not be flown within 5km of an aerodrome;

(c) a balloon exceeding 2m in any linear dimension at any stage of its flight, including any basket or other equipment attached to the balloon shall not be flown in controlled airspace;

(d) a kite shall not be flown within 5km of an aerodrome;

(e) an airship shall not be moored; and

(f) a glider or parascending parachute shall not be launched by winch and cable or by ground tow to a height of more than 60 metres above ground level;

without the permission in writing of the Authority and in accordance with any conditions subject to which that permission may be granted.

(2) A captive balloon when in flight shall be securely moored and shall not be left unattended unless it is fitted with a device which ensures its automatic deflation if it breaks free of its moorings.

PART IX—AERODROMES, AERONAUTICAL LIGHTS AND DANGEROUS LIGHTS

Regulation 75—Aerodrome: Public Transport of Passengers and Instruction in Flying.

(1) An aircraft engaged on a flight for the public transport of passengers or for the purpose of instruction in flying shall not take off or land at any place in Ghana other than at—

(a) a Government aerodrome notified as available for the take-off and landing of aircraft so engaged, or in respect of which the person in charge of the aerodrome has given his permission for the particular aircraft to take off or land;

(b) an aerodrome licensed under these Regulations for the take-off and landing of aircraft so engaged; and in accordance with any condition subject to which the aerodrome may have been licensed or notified, or subject to which such permission may have been given.

(2) The prohibition under sub-regulation (1) shall not apply in relation to—

(a) any aeroplane of which the maximum total weight authorised does not exceed 2.730kgs unless it is engaged on—

(i) a scheduled journey; or

(ii) a flight for the purpose of public transport intended to begin and end at the same aerodrome, or

(b) a flight for the purpose of instruction in flying —

(i) any helicopter, unless it is engaged on a journey or flight as aforesaid; or

(ii) any glider being flown under arrangements made by a flying club and carrying no person other than a member of the club.

(3) An aircraft shall not take off or land by night at any aerodrome in Ghana unless adequate lighting is in operation at the aerodrome.

Regulation 76—Use of Government Aerodromes.

The Authority may cause to be notified, subject to such conditions as it thinks fit, a Government, aerodrome as an aerodrome available for take-off and landing by aircraft engaged on flights for the public transport of passengers or for instruction in flying by any classes of such aircraft.

Regulation 77—Licensing of Aerodromes.

(1) The Authority may license any aerodrome in Ghana subject to such conditions as it thinks fit for the take-off and landing of aircraft engaged in flights for the public transport of passengers, or for the purpose of instruction in flying, or of any classes of such aircraft.

(2) Without prejudice to the generality of sub-regulation (1) of this regulation, if the person applying for the licence so requests, the Authority may grant a licence (in the Regulation referred to as "a licence for public use") which shall be subject to the condition that the aerodrome shall at all times when it is available for the take-off or landing of aircraft be so available to all persons on equal terms and conditions.

(3) The licence of an aerodrome in respect of which a licence for public use is in force shall display in a prominent place at the aerodrome a copy of the licence and shall give to any person on request information concerning the terms of the licence.

(4) The licence of an aerodrome licensed under these Regulations shall not cause or permit any condition of the licence to be contravened, in relation to an aircraft engaged on a flight for the public transport of passengers or for instruction in flying, but the licence shall not cease to be valid by reason only of such a contravention.

(5) A licence granted by the Authority in respect of an aerodrome shall, subject to regulation 65, remain in force for such period as may be specified in the licence.

Regulation 78—Aeronautical Radio Stations at Aerodromes.

(1) A person shall not cause or permit any aeronautical radio station to be established or used unless its purpose has been approved by the Authority and the equipment is of a type the specification of which is approved by the Authority and by any other body from which further approval is required in relation to the purpose for which it is to be used.

(2) The person in charge of an aeronautical radio station for purpose of which is to provide navigational aid by radio or radar to an aircraft making approach to land or landing at an aerodrome shall not cause or permit that aeronautical radio to provide such navigational aid unless all aeronautical radio stations operated by that person at that aerodrome are —

(a) Installed, modified and maintained in a manner approved by the Authority; and

(b) flights checked by the Authority or by a person approved by the Authority for that purpose on such occasions as the Authority may require;

except that the provisions of this paragraph shall not apply to any aeronautical radio station which is used solely for the purpose of enabling communication to be made by or on behalf of the operator of an aircraft and the commander thereof.

(3) The person in-charge of an aeronautical radio station at an aerodrome for which public use has been granted shall cause to be notified in relation to that aeronautical radio station the type and

hours of operation of any service which is available for use by any aircraft, and in approving the purpose for which an aeronautical radio station is to be used at any other aerodrome the Authority may if it thinks fit require the person in charge of such information as aforesaid to be notified.

(4) The provisions of this regulation shall not apply in respect of any aeronautical radio station of which the person in charge is the Authority.

Regulation 79—Aeronautical Radio Station Records.

(1) The licence of every aerodrome licensed under these Regulations which is provided with means of two-way radio communication with aircraft and either with radar equipment or with very high frequency direction finding apparatus for the purpose of providing holding aid, let down or approach aid, shall provide at the aerodrome apparatus which is capable of recording the terms or content of any radio message or signal transmitted to any aircraft (either alone or in common with other aircraft) or received from any aircraft by the air traffic control unit at the aerodrome.

(2) The apparatus provided in compliance with this regulation shall —

(a) be of a type approved by the Authority in relation to the aerodrome;

(b) be installed in a manner so approved;

(c) always be maintained in serviceable condition, and

(d) be in use at all times when any navigation services are being provided by the air traffic unit at the aerodrome to any aircraft.

(3) The licence of the aerodrome shall ensure that each record made by the apparatus provided in compliance with this regulation includes —

(a) the date or dates on which the record was made;

(b) a means of identifying the person at the aerodrome by whom the message or signal was transmitted, the aircraft to or from which and the frequency on which the message or signal was transmitted or received, and the time at which each message or signal transmitted from the aerodrome was transmitted; and

(c) the time (if any) at which the radio station at the aerodrome opened or closed as the case may be within the period covered by each such record.

(4) If at any time the apparatus provided in compliance with this regulation ceases to be capable of recording the matters required by this regulation to be included in the record, the licence of the aerodrome shall ensure that those matters are recorded in writing.

(5) The licence of an aerodrome shall preserve any record made in compliance with this regulation for 30 days from the date on which the message or signal was recorded or for such longer period as the Authority may in a particular case direct and shall, within a reasonable time after being requested to do so by an authorised person, cause it to be produced to that person.

(6) A person required by this regulation to preserve any record by reason of his being the licensee of an aerodrome shall, if he ceases to be the licensee of the aerodrome, continue to preserve the

record as if he had not ceased to be the licensee, and in the event of his death the duty to preserve the record shall fall upon his personal representative.

(7) Where any other person becomes the licensee of the aerodrome he or his personal representative shall deliver the record to that other person on demand, and it shall be the duty of that person to deal with the record delivered to him as if he were the first mentioned licensee.

Regulation 80—Charges at Aerodrome.

(1) The Authority may, in relation to any aerodrome in respect of which a licence for public use has been granted, or to such aerodromes generally or to any class thereof, determine the charges, or the maximum charges, which may be made for the use of the aerodrome and for any services performed at the aerodrome to or in connection with an aircraft, and may further determine the conditions to be observed in relation to those charges and the performance of those services.

(2) The licensee of an aerodrome in relation to which the Authority has made any administrative rules under sub-regulation (1) of this regulation shall not cause or permit any charges to be made in contravention of those rules, and shall cause particulars of the charges to be kept exhibited at the aerodrome in such a place and manner as to be readily available for the information of any person affected.

(3) The licensee of any aerodrome in respect of which a licence for public use has been granted shall, when required by the Authority, give the Authority such particulars as he may require of the charges established by the license for the use of the aerodrome or of any facilities provided at the aerodrome for the safety, efficiency or regularity of air navigation.

Regulation 81—Use of Aircraft from other Countries.

The person in charge of any aerodrome in Ghana which is open to public use of aircraft registered in Ghana (whether or not the aerodrome is a licensed aerodrome) shall cause the aerodrome, and all air navigation facilities provided, to be available for use by aircraft registered in other Contracting States or in any part of the Commonwealth on the same terms and conditions as for use by aircraft registered in Ghana.

Regulation 82—Control of Noise and Vibration.

The Authority may prescribe the conditions under which noise and vibration may be caused by aircraft (including military aircraft) on Government aerodromes, licensed aerodromes or on aerodromes at which the manufacture, repair or maintenance of aircraft is carried out by persons carrying on business as manufacturers or repairers of aircraft.

Regulation 83—Aeronautical Lights.

(1) A person shall not establish or maintain an aeronautical light within Ghana except with the permission of the Authority and in accordance with any conditions which may be prescribed, or subject to which the permission may be granted.

(2) A person shall not alter the character of an aeronautical light within Ghana except with the permission of the Authority and in accordance with any conditions subject to which the permission may be granted.

(3) In the case of an aeronautical light, being a beacon, which is or may be visible from any waters within an area of general light house authority, the Authority shall not give its permission for the purpose of this regulation except with the consent of that authority.

(4) A person shall not willfully or negligently injure or interfere with any aeronautical light established and maintained by or with the permission of the Authority.

Regulation 84—Dangerous lights.

(1) A person shall not exhibit in Ghana any light which —

(a) by reason of its glare is liable to endanger aircraft taking off; or

(b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft.

(2) If any light which appears to the Authority to be such a light as mentioned in sub-regulation (1) is exhibited the Authority may cause notice to be served upon the person who is the occupier of the place where the light is exhibited or is in charge of the light, directing that person, within a reasonable time specified in the notice, to take such steps as may be specified in the notice for extinguishing or screening off the light and for preventing future exhibition of any other light which may similarly endanger aircraft.

(3) The notice may be served either personally or by post, or by affixing it in some conspicuous place near to the light to which it relates.

(4) In the case of a light which is on may be visible from any waters within the area of a general lighthouse authority, the powers of the Authority under this regulation shall not be exercised except with the consent of that authority.

Regulation 85—Customs and Excise Airports.

The Authority may, with the concurrence of the Commissioner of Customs, Excise and Preventive Service subject to such conditions as they may think fit, by executive instrument designate an aerodrome to be a place for the landing or departure of aircraft for the purpose of the enactments for the time being in force relating to customs.

Regulation 86—Aviation Fuel at Aerodromes.

(1) A person who has the management of any aviation fuel installation on an aerodrome in Ghana shall not cause or permit any fuel to be delivered to that installation or from it to an aircraft unless —

(a) when the aviation fuel is delivered into the installation he is satisfied that —

(i) the installation is capable of storing and dispensing the fuel so as not to render it unfit for use in aircraft;

(ii) the installation is marked in a manner appropriate to the grade of fuel stored or if different grades are stored in different parts that each part is so marked; and

(iii) in the case of delivery into the installation or part thereof from a vehicle or vessel, the fuel has been sampled and is of a grade appropriate to that installation or that part of the installation as the case may be and is fit for use in aircraft;

(b) when any aviation fuel is dispensed from the installation that person is satisfied as a result of sampling that the fuel is fit for use in aircraft;

except that this sub-regulation shall not apply in respect of fuel which has been removed from an aircraft and is intended for use in another aircraft operated by the same operator as the aircraft from which it has been removed.

(2) A person to whom sub-regulation (1) of this regulation applies shall keep a written record in respect of each installation of which he has the management, and record shall include—

(a) particulars of the grade and quantity of aviation fuel delivered and the date of delivery;

(b) particulars of all samples taken of the aviation fuel and of the results of tests of those samples;

(c) particulars of the maintenance and cleaning of the installation; and that person shall preserve the written record for a period of 12 months or such longer period as the Authority may in a particular case direct and shall, within a reasonable time after being requested to do so by an authorised person, produce the record to that person.

(3) A person shall not cause or permit any aviation fuel to be dispensed for use in an aircraft if he knows or has reason to believe that the aviation fuel is not fit for use in aircraft.

(4) Where it appears to the Authority or an authorised person that any aviation fuel is intended or likely to be delivered in contravention of any provision of this regulation the Authority or that authorised person may direct the person who has the management of the installation not to permit aviation fuel to be dispensed from that installation until the direction has been revoked by the Authority or by an authorised person.

(5) For the purpose this regulation —

"aviation fuel" means fuel intended for use in aircraft;

"aviation fuel installation" means any apparatus or container, including a vehicle, designed, manufactured or adapted for the storage of aviation fuel or for the delivery of such fuel to an aircraft.

PART X—GENERAL

Regulation 87—Restriction with Respect to Carriage for Hire or Reward in Aircraft Registered outside Ghana.

(1) An aircraft registered in a Contracting State other than Ghana or in a foreign country, shall not take on board or discharge any passengers or cargo carried or to be carried for hire or reward in Ghana, except with the permission of the Authority granted under this regulation to the operator or the character of the aircraft or to the Government of the country in which the aircraft is registered, and in accordance with any conditions to which such permission may be subject.

(2) Without prejudice to regulation 65 any breach by a person to whom a permission has been granted under this regulation of any condition to which that permission was subject shall constitute a contravention of this regulation.

Regulation 88—Restriction with Respect to Aerial Photography, Aerial Survey and Aerial Work in Aircraft Flying over Ghana.

An aircraft shall not fly over Ghana for the purpose of aerial photography or aerial survey or for the purpose of any other form of aerial work except with the permission of the Authority granted under this regulation to the operator or the charterer of the aircraft and in accordance with any conditions to which such permission may be subject.

Regulation 89—Filing and Approval of Tariffs.

(1) Where permission granted under regulation 80 contains tariff provision, the operator or charterer of the aircraft concerned shall file with the Authority the tariff which it proposes to apply on flights to which the said permission relates and the Authority shall consider the proposed tariff and may if it thinks fit, approve or disapprove it.

(2) For the purpose of this regulation, "tariff provision" means a condition as to any of the following matters —

(a) the price to be charged for the carriage of passengers, baggage or cargo on flights to which a permission granted under regulation 80 relates;

(b) any additional goods, services or other benefits to be provided in connection with such carriage;

(c) the price, if any, to be charged for any such additional goods; and

(d) the commission, or rates of commission to be paid in relation to the carriage of passengers, baggage or cargo; and includes any condition as to the applicability of any such price, the provision of any such goods, services or benefits or the payment of any such commission or of commission at any such rate.

(3) The Authority shall act on behalf of the State in performing the functions conferred on it by this regulation.

Regulation 90—Flight over any Foreign Country.

(1) The operator or commander of an aircraft registered in Ghana or, if the operator's principal place of permanent residence is in Ghana, any other aircraft which is being flown over any foreign country shall not allow that aircraft to be used for a purpose which is prejudicial to the security, public order or public health of persons or to the safety of air navigation in relation to that country unless the lives of persons on board or the safety of the aircraft would thereby be endangered.

(2) A person does not contravene sub-regulation (1) of this regulation if he neither knew nor suspected that the aircraft was being used for a purpose referred to in sub-regulation (1).

(3) The operator or commander of an aircraft registered in Ghana or if the operator's principal place of business or permanent residence is in Ghana, any other aircraft which is being flown over

any foreign country shall comply with any directions given by the appropriate aeronautical authorities of that country whenever —

- (a) the flight has not been duly authorized; or
- (b) there are reasonable grounds for the appropriate aeronautical authorities to believe that the aircraft is being or will be used for a purpose which is prejudicial to the security, public order or public health of, or to the safety of air navigation in relation to that country;

unless the lives of persons on board or the safety of the aircraft would thereby be endangered.

(4) A person does not contravene sub-regulation (3) of this regulation if he neither knew nor suspected that the directions were being given by the appropriate aeronautical authorities;

(5) The requirements in sub-regulation (3) of this regulation is without prejudice to any other requirement to comply with directions of an aeronautical authority.

(6) In this regulation "appropriate aeronautical authorities" includes any person, whether a member of a country's military or civil authorities, authorized under the law of the foreign country to issue directions to aircraft flying over that country.

Regulation 91—Mandatory Reporting.

(1) Subject to this regulation, any person who —

(a) is the operator or the commander of a public transport aircraft which is registered in Ghana and has a maximum total weight authorized of more than 2,300kg;

(b) carries on the business of manufacturing, repairing or overhauling such an aircraft, or any equipment or part thereof;

(c) signs a certificate of maintenance review, or of release to service in respect of such aircraft, part or equipment;

(d) performs a function for which he requires an air traffic controller's licence; or

(e) is the licensee or manager of a licensed aerodrome shall —

(i) make a report to the Authority of any reportable occurrence of which he knows and which is of such a description as may be prescribed; and the report shall be made within such time, by such means, and shall contain such information as may be prescribed and it shall be presented in such form as the Authority may in any particular case approve;

(ii) make a report to the Authority, within such time by such means, and containing such information as the Authority may specify in a notice in writing served upon him, being information which is in his possession or control and which relates to a reportable occurrence which has been reported by him or by any other person to the Authority in accordance with this regulation.

(2) In this regulation "reportable Occurrence" means —

(a) any defect in or malfunctioning of any facility on the ground used or intended to be used for purposes of or in connection with the operation of such an aircraft, being a defect or malfunctioning endangering or which if not corrected would endanger, such an aircraft or its occupant;

provided that any accident notified to the Authority in pursuance of regulations made under the Civil Aviation Law 1986 (P.N.D.C. L. 151) shall not constitute a reportable occurrence for purposes of this regulation.

(3) Subject to sub-regulations (1) and (2) nothing in this regulation shall require a person to report any occurrence which he has reason to believe has been or will be reported by another person to the Authority in accordance with this regulation.

(4) A person shall not make any report under this regulation, if he knows or has reason to believe that the report is false in any particular.

(5) Without prejudice to regulation 39(2) and subject to regulation 64 of these Regulations, the operator of an aircraft shall if he has reason to believe that a report has been or will be made in pursuance of this regulation, preserve any data from a flight data recorder or a combined cockpit or flight data recorder relevant to the reportable occurrence for 14 days from the date on which a report of that occurrence is made to the Authority or for such longer period as the Authority may in a particular case direct;

except that the record may be erased if the aircraft is outside Ghana and it is not reasonably practicable to preserve the record until the aircraft reaches Ghana.

Regulation 92—Power to Prevent Aircraft Flying.

(1) Where it appears to the Authority or an authorised person that any aircraft is intended or is likely to be flown—

(a) in such circumstances that any provision of regulations 1, 2, 3, 4, 5, 6, 18, 19, 28, 39, 44 or 87 would be contravened in relation to the flight;

(b) in such circumstances that the flight would be in contravention of any other provision of these Regulations and be a cause of danger to any person or property whether or not in the aircraft; or

(c) while in a condition unfit for the flight, whether or not the flight would otherwise be in contravention of any provision of these Regulations or any rules made thereunder,

the Authority or an authorised person may direct the operator or the commander of the aircraft that he is not to permit the aircraft to make that particular flight or any other flight of such description as may be specified in the direction, until the direction has been revoked by the Authority or by an authorised person, and the Authority or that authorised person may take such steps as are necessary to detain the aircraft.

(2) For the purposes of sub-regulation (1) the Authority or any authorised person may enter upon and inspect any aircraft.

(3) If it appears to the Authority or an authorised person that any aircraft is intended or likely to be flown in such circumstances that any provision of regulations 91, 93 and 94 of these Regulations would be contravened in relation to the flight, the Authority or that authorised person

may direct the operator or the commander of the aircraft that he is not to permit the aircraft to make that particular flight or any other flight of such description as may be specified in the direction until the direction has been revoked by the Authority or by an authorised person, and the Authority or any authorised person may take such steps as necessary to detain the aircraft.

(4) For purposes of sub-regulation (1) the Authority or any authorised person may enter upon any aerodrome and inspect any aircraft.

Regulation 93—Right of Access to Aerodromes and Other Places.

(1) The Authority or an authorised person shall have the right of access at all reasonable times—

(a) to any aerodrome for the purpose of inspecting the aerodrome,

(b) to any aerodrome for the purpose of inspecting any aircraft on the aerodrome or any document which he has power to demand under these Regulations, or for the purpose of detaining any aircraft under the provisions of these Regulations; and

(c) to any place where an aircraft has landed for the purpose of inspecting the aircraft or any document which he has power to demand under these Regulations and for the purpose of detaining the aircraft under the provisions of these Regulations;

provided that access to a Government aerodrome or an aerodrome owned and managed by the Authority shall only be obtained with the permission of the person in charge of the aerodrome.

Regulation 94—Obstruction of Persons.

A person shall not willfully obstruct or impede any person acting in the exercise of his power or the performance of his duties under these Regulations.

Regulation 95—Enforcement of Directions.

Any person who without reasonable excuse fails to comply with any direction given to him by the Authority or by any authorized person under any provision of these Regulations or any administrative rules made thereunder shall be deemed for the purposes of these Regulations to have contravened that provision.

Regulation 96—Fees.

The Authority may determine the fees to be paid in respect of the issue, validation, renewal, extension or variation of any certificate, licence or other document (including the issue of a copy thereof), or the undergoing of any examination, tests, inspection or investigation or the grant of any permission or approval required by, or for the purpose of these Regulations or any rules made thereunder.

Regulation 97—Landing Rights.

(1) Subject to regulations 77 and 82, nothing in these Regulations or the rules made thereunder shall confer any right to land in any place as against the owner of the land or the persons interested therein.

(2) Nothing in these Regulations shall oblige the Authority to accept an application from the holder of any current certificate, licence, approval, permission, exemption or other document, bring an application for the renewal of that document, or for the granting of another document in continuation of or in substitution of a current document, if the application is made more than 60 days before the current document is due to expire.

Regulation 98—Microlight Aeroplane.

(1) Microlight aeroplanes range from flexible wing hang-gliders fitted with engine or propeller combination to small conventional aeroplanes and powered parachutes.

(2) For the purpose of these Regulations a microlight is a heavier-than-air power driven flying machine having —

(a) a maximum total weight authorised (M.T.W.A.) not exceeding 390kg;

(b) a wing loading at the MTWA not exceeding 25kg. per square metre; and

(c) a maximum fuel capacity not exceeding 50 litres,

which has been designed to carry not more than 2 persons.

(3) The term microlight does not embrace unpowered hang-gliders. A microlight is an aeroplane and the aeroplane provisions of these Regulations, and the Rules of the Air Traffic Control apply to a microlight.

(4) The microlight is essentially considered as an aeroplane for recreational flying and as such, standards set are significantly less than those which would be required for a Certificate of Airworthiness and as a consequence all microlight aeroplanes may be granted a valid permit to fly or individual exemption issued by the Authority.

(5) If a microlight is intended to be used for commercial purposes in either public transport or aerial work category, (photography, aerial survey, crop spraying etc.), this would involve a change in the certification basis, and the aircraft would have to be shown to be in compliance with the requirements of an appropriate airworthiness code for light aeroplanes.

(6) A microlight would also have to be operated and maintained to the normal standards applicable to aircraft which have Certificates of Airworthiness and, if the intention is to carry fare paying passengers, the operator must also hold an Air Operators Certificate (AOC), (regulation 4, of these Regulations).

Regulation 99—Small Aircraft.

(1) The provisions of these Regulations, other than regulations 48 (2) and 74 shall not apply to or in relation to—

(a) any balloon which at any stage of its flight is not more than 2 meters in any linear dimension including any basket or other equipment attached to the balloon;

(b) any kite weighing not more than 2 kg.;

(c) any other aircraft weighing not more than 5kg. without its fuel; and

(d) any parachute including a parascending parachute.

Regulation 100—Application to Head of State and Visiting Forces etc.

(1) Subject to the following provisions of this regulation, the provisions of these Regulations shall apply to or in relation to aircraft belonging to or exclusively employed in the service of the Head of State, not being military aircraft, as they apply to or in relation to other aircraft and for the purpose of such application the Authority or any other authority for the time being responsible on behalf of the Head of State for the management of the aircraft belonging to the Head of State, to be the owner of the interest of the Head of State in the aircraft, provided that nothing in this regulation shall render a person of any department or other authority responsible on behalf of the Head of State for the management of any aircraft, liable to any penalty.

(2) Except as otherwise expressly provided the naval, military and airforce authorities, members of any visiting force or any international headquarters and property held or used for the purpose of such visiting force or headquarters shall be exempted from provisions of these Regulations and of any rules made thereunder to the same extent as if that force or headquarters formed part of the forces of Ghana raised in Ghana and for the time being serving there.

(3) Except as otherwise provided by sub-regulation (4) of this regulation, regulation 73(1)(b) and regulation 83 nothing in these Regulations shall apply to or in relation to any military aircraft.

(4) Where a military aircraft is flown by a civilian pilot and is not commanded by a person who is acting in the course of his duty as a member of any of the naval, military or air forces of Ghana or as a member of a visiting force or international headquarters, regulations 48, 49 and 74 and in addition regulation 62 (so far as applicable) shall apply on the occasion of that flight unless the aircraft is flown in compliance with Ministry of Defence flying orders or other flying orders for military aircraft.

Regulation 101—Extra-Territorial effect of these Regulations.

(1) Except where the context otherwise requires, these Regulations —

(a) in so far as they apply (whether by express reference or otherwise) to such aircraft where they may be;

(b) in so far as they apply as aforesaid to other aircraft when they are within Ghana;

(c) in so far as they prohibit, require or regulate (whether by express reference or otherwise) the doing of anything by persons in or by any of the crew of any aircraft registered in Ghana, shall apply to such persons and crew, wherever they may be; and

(d) in so far as they prohibit, require or regulate as aforesaid the doing of anything in relation to any aircraft registered in Ghana by other persons shall, where such persons are Ghanaian subjects apply to them wherever they may be.

Regulation 102—Penalties

(1) If any provision of these Regulations or of any administrative rules made thereunder is contravened in relation to an aircraft, the operator or charterer of that aircraft and its commander, or the operator or charterer or as the case may be, if the commander is not the person who

contravened that provision shall (without prejudice to the liability of any other person under these Regulations for that contravention) be deemed for the purposes of the following provisions of this regulation to have contravened that provision unless he proves that the contravention occurred without his consent or connivance and that he exercised all due care to prevent the contravention.

(2) If it is proved that an act or omission of a person which would otherwise have been a contravention by that person of a provision of these Regulations or of any rules made thereunder was due to any cause not avoidable by the exercise of reasonable care by that person the act or omission shall be deemed not to be a contravention by that person of that provision.

(3) Where a person is charged with contravening a provision of these Regulations by reason of his having been a member of the flight crew of an aircraft on a flight for the purpose of public transport or aerial work the flight shall be treated (without prejudice to the liability of any other person under these Regulations) as not having been for that purpose if he proves that he neither knew nor has reason to know that the flight was for the purpose.

(4) A person who contravenes any provision of these Regulations shall be liable on summary conviction to a fine not exceeding €500,000.00 or to imprisonment not exceeding one year or to both.

Regulation 103—Exemption from Regulations

The Authority may exempt from any of the provisions of these Regulations other than regulations 65, 67, 87, 88, 89, 90 or 97, any aircraft or persons or classes of aircraft or persons either absolutely (or subject to such conditions as it thinks fit).

Regulation 104—Interpretation.

(1) In these Regulations, unless the context otherwise requires —

"aerial work" means any purpose (other than public transport) for which an aircraft is flown if hire or reward is given or promised in respect of the flight or the purpose of the flight;

"aerial work aircraft" means an aircraft (other than a public transport aircraft) flying, or intended by the operator to fly for the purpose of aerial work.

"aerial work undertaking" means an undertaking whose business includes the performance of aerial work;

"aerobatic manoeuvres" includes loops, spins, rolls, bunts, stall turns, inverted flying and any other similar manoeuvre.

"aerodrome" means any area of land or water designed, equipped, set apart or commonly used for affording facilities for the take-off and landing of aircraft (not being an area the use of which for those purposes has been abandoned);—

"aerodrome flight information unit" means a person appointed by the Authority or by any other person maintaining an aerodrome to give information by means of radio signals to aircraft flying or intending to fly within the aerodrome traffic zone of that aerodrome and "aerodrome flight information service" shall be construed accordingly;

"aerodrome operating minima" in relation to the operation of an aircraft at an aerodrome means the cloud ceiling and runway visual range for take-off and decision height or minimum descent height, runway visual range and visual reference for landing, which are the minimum for the operation of that aircraft at that aerodrome;

"Aerodrome traffic zone" means the airspace being the airspace in the vicinity of an aerodrome extending from the surface to 2000ft above the aerodrome level and bounded by a circle of radius 2 1/2NM measured from the midpoint of the longest runway;

"aeronautical beacon" means an aeronautical ground light which is visible either continuously or intermittently to designate a particular point on the surface of the earth;

"aeronautical light" means any light established for the purpose of aiding air navigation;

"aeronautical radio station" means a radio station on the surface, which transmits or receives signals for the purpose of assisting aircraft;

"air traffic control unit" means a person appointed by the Authority or by any other person maintaining an aerodrome to give instructions and advice by means of radio signals to aircraft in the interest of safety and "air traffic control service" shall be construed accordingly;

"air transport undertaking" means an undertaking whose business includes the carriage by air of passengers or cargo for hire or reward;

"approach to landing" means that portion of the flight of the aircraft when approaching to land, in which it is descending below a height of 1000ft. above the relevant specified decision height or minimum descent height;

"appropriate aeronautical radio station" means in relation to aircraft the aeronautical radio station serving the area in which the aircraft is for the time being; "appropriate air traffic control unit" means in relation to an aircraft the air traffic control unit serving the area in which the aircraft is for the time being;

"area navigation equipment" means equipment carried on board an aircraft which enables the aircraft to navigate on any desired flight path within the coverage of appropriate ground based navigation aids or within the limits of that on-board equipment or a combination of the two.

"authorized person" means any constable, and or any person authorized by the Authority either generally or in relation to a particular case or class of cases;

"Authority" means Ghana Civil Aviation Authority;

"captive balloon" means a balloon which when in flight is attached by a restraining device to the surface;

"certificate of maintenance review" and "certificate of release to service" have the meanings respectively assigned to them by regulations 8(1) and 10(5) of these Regulations;

"certificate for single pilot operation" means an aircraft which is not required to carry more than one pilot by virtue of certificate of airworthiness duly issued or rendered valid under the law of the State of registry;

"cloud ceiling" in relation to an aerodrome means the vertical distance from the elevation of the aerodrome to the lowest part of any cloud visible from the aerodrome which is sufficient to obscure more than one-half of the sky so visible;

"commander" in relation to an aircraft means the member of the flight crew designated as commander of that aircraft by the operator thereof, or, failing such a person, the person who is for the time being the pilot in command of the aircraft;

"competent authority" means in relation to Ghana, the Director General and in relation to any other country the authority responsible under the law of that country for promoting the safety of civil aviation;

"congested area" in relation to a city, town or settlement, means any area which is substantially used for residential, industrial, commercial or recreational purposes;

"Contracting State" means any State (including Ghana) which is a party to the Convention on International Civil Aviation signed at Chicago on the 7th December, 1944.

"controlled airspace" means control areas and control zones;

"control areas" means airspace which has been notified as such and which extends upwards from a notified altitude;

"control zone" means airspace which has been notified as such and which extends upwards from the surface;

"co-pilot" in relation to an aircraft means a pilot who in performing his duties as such is subject to the direction of another pilot carried in the aircraft;

"country" includes a territory;

"crew" means every person employed or engaged in an aircraft in flight and on the business of the aircraft;

"crew member" means a person assigned to duty by an operator on an aircraft during flight time.

"danger area" means airspace which has been notified as such within which activities dangerous to the flight of aircraft may take place or exist at such times as may be notified;

"decision height" means the height in a precision approach at which a missed approach must be initiated if the required visual reference to continue that approach has not been established;

"flight" and "to fly" have the meanings respectively assigned to them by sub-regulation (2) of this regulation;

"flight duty period" means the period defined as 1 hour before departure of a flight when a crew member reports for duty up to 30 minutes after termination of the final sector of the flight when he is relieved of all duties connected with his employment. This duty period shall be considered as continuous if it is not interrupted by a complete rest period of at least 5 continuous hours;

"flight level" means one of a series of levels of equal atmospheric pressure, separated by notified intervals and each expressed as the number of hundreds of feet which would be indicated at that

level on a pressure altimeter calibrated in accordance with the International Standard atmosphere and set 1013.2 milibars (20.92 inches of mercury);

"flight plan" means such information as may be notified in respect of an air traffic control service unit being information provided or to be provided to that unit relative to an intended flight or portion of a flight of an aircraft;

"flight recording system" means a system comprising either a flight data recorder or a cockpit voice recorder or both;

"flight simulator" means apparatus by means of which flight conditions in an aircraft are simulated on the ground;

"flight time" means the total time from the moment an aircraft moves under its own power for the purpose of taking off until the moment it comes to rest at the end of the flight.

"free balloon" means balloon which when in flight is not attached by any form of restraining device to the surface;

"Government aerodrome" means any aerodrome in Ghana which is in occupation of Ghana Civil Aviation Authority or Ministry of Defence;

"I.C.A.O." means International Civil Aviation Organisation.

"instrument flight rules" means instrument flight rules prescribed under regulation 67(1) of these Regulations.

"instrument flight rules" means instrument flight rules prescribed under regulation 67(1) of these Regulations.

"instrument meteorological conditions" means weather precluding flight in compliance with the visual flight rules;

"licence" includes any certificate of competence or certificate of validity issued with the licence or required to be held in connection with the licence by the law of the country in which the licence is granted;

"licence for public use" has the meaning assigned to it by regulation 77(2);

"licensed aerodrome" means an aerodrome licensed under these Regulations;

"life jacket" includes any device designed to support a person individually in or on the water;

"log book" in case of an aircraft log book, engine log book or variable pitch propeller log book, or personal flying log book, includes a record kept either in a book, or by any other means approved by the Authority in the particular use.

"maximum total weight authorized" in relation to an aircraft means the maximum total weight of the aircraft and its contents at which the aircraft may take-off any where in the world, in the most favourable circumstances in accordance with the certificate of airworthiness in force in respect of the aircraft;

"microlight aeroplane" means an aeroplane having a maximum total weight authorised not exceeding 390kg. — a wing loading at the maximum total weight authorised not exceeding 25kg. per square metre, a maximum fuel capacity not exceeding 50 litres and which has been designed to carry not more than 2 persons;

“military aircraft” includes the naval, military or airforce aircraft of any country and—

(a) an aircraft being constructed for the naval, military or airforce of any country under contract entered into by the Minister;

(b) any aircraft belonging to the Ghana Government in respect of which there is in force a certificate issued by the Ministry of Defence that the aircraft is to be treated for the purposes of these Regulations as a military aircraft; and

(c) any aircraft in respect of which there is in force a certificate as aforesaid issued by the Minister;

"minimum descent height" in relation to the operation of an aircraft at an aerodrome means the height in a non-precision approach below which descent may not be made without the required visual reference;

"Minister" means the Minister responsible for Transport & Communication;

"nautical mile" means a distance of 6,080 feet;

"night" means the time between half an hour after sunset and an hour before sunrise, sunset and sunrise being determined at surface level;

"non-precision approach" means an instrument approach using non-visual aids for guidance in azimuth or elevation but which is not a precision approach;

"notified" means set forth in a document issued by the Director General and entitled "Notam—Ghana" or "Ghana AIP";

"operator" has the meaning assigned to it by sub-regulation (4) of this regulation;

"operating staff" means the servants and agents employed by the operator whether or not as members of the crew of the aircraft to ensure that the flights of the aircraft are conducted in a safe manner and includes an operator who himself performs those functions.

"parascending parachute" means a parachute which is towed by cable in such a manner as to cause it to ascend;

"passenger" means a person other than a member of the crew;

"pilot-in-command" in relation to an aircraft means a person who for the time being is in charge of the piloting of the aircraft without being under the direction of any other pilot in the aircraft;

"precision approach" means an instrument approach using Instrument Landing System, Microwave Landing System or Precision Approach Radar for guidance in both azimuth and elevation;

"pressured aircraft" means an aircraft provided with means of maintaining in any compartment a pressure greater than that of the surrounding atmosphere;

"prescribed" means prescribed by administrative rules made by the Authority under these Regulations.

"private flight" means a flight which is neither for the purpose of aerial work nor public transport;

"public transport" has the meaning assigned to it by sub-regulation (5) of this regulation;

"public transport aircraft" means an aircraft flying, or intended by the operator of the aircraft to fly for the purpose of public transport;

"replacement" in relation to any part of an aircraft or its equipment includes the removal and replacement of that part whether or not by the same part, and whether or not any work is done on it, but does not include the removal and replacement of a part which is designed to be removable solely for the purpose of enabling another part to be inspected, repaired, removed or replaced or cargo to be loaded.

"rest period" means not less than 5 uninterrupted hours during which a crew member is relieved of all duties associated with his employment. Dead heading for or from duty and stand-by at place of work are not considered as rest periods.

"Rules of the air traffic control" has the meaning assigned to it in regulation 67(1);

"runway visual range" in relation to runway means the distance in the direction of take-off or landing over which the runway lights or the surface markings may be seen from the touchdown zone as calculated by either human observation or instruments in the vicinity of the touchdown zone or where this is not reasonably practicable in the vicinity of the mid-point of the runway; and the distance if any, communicated to the commander of an aircraft by or on behalf of the person in charge of the aerodrome as being the runway visual range shall be taken to be the runway visual range for the time being;

"schedule journey" means one of a series of journeys which are undertaken between the same two places and which together amount to a systematic service;

"special VFR flight" means a flight which is a special VFR flight for the purpose of the rules prescribed under regulation 67(1) of these Regulations;

"valuable consideration" means any right, interest, profit or benefit, forbearance, detriment, loss or responsibility accruing or given, suffered or undertaken pursuant to an agreement which is of more than a nominal nature;

"visiting force" means any such body, contingent or detachment of the forces of any country is a visiting force on invitation of the Government of Ghana;

"Visual Flight Rules" means rules relating to flights conducted within or outside controlled airspace under visual meteorological conditions (VMC) such that an aircraft is flown in conditions of visibility and requisite distances from clouds.

"visual meteorological conditions" means weather permitting flight in accordance with the Visual Flight Rules;

(2) An aircraft shall be deemed to be "in flight" —

(a) in the case of a piloted flying machines, from the moment when, after the embarkation of its crew for the purpose of taking off, it first moves under its own power until the moment when it next comes to rest after landing;

(b) in the case of a pilotless flying machine, or a glider, from the moment when it first moves for the purpose of taking off and the moment when it next comes to rest after landing;

(c) in the case of an airship or free balloon, from the moment when it next becomes detached from the surface until the moment when it next becomes attached thereto or comes to rest.

(3) Every person employed or engaged in an aircraft in flight on the business of the aircraft shall be deemed to be a member of its crew.

(4) References in these Regulations to the operator of an aircraft are, for the purpose of the application of any provision of these Regulations in relation to any particular aircraft, references to the person who at the relevant time has the management of that aircraft.

(5) For the purposes, of the application of any provision of Part III, when by virtue of any charter or other agreement for the hire or loan of an aircraft a person other than an air transport undertaking or an aerial work undertaking has the management of that aircraft for a period not exceeding 14 days, the provisions of sub-regulation (4) shall have effect as if that agreement had not been entered into.

(6) Subject to the provisions of this paragraph, an aircraft in flight shall for the purpose of these Regulations be deemed to fly for the purpose of public transport —

(a) if hire or reward is given or promised for the carriage of passengers or cargo in the aircraft on that flight;

(b) if any passenger or cargo are carried gratuitously in the aircraft on that flight by an air transport undertaking (including, in the case of the body corporate, its directors and, in the case of Ghana Airways Corporation, members of the Corporation), persons with the authority of the Director general either making any inspection or witnessing any training, practice or test for the purposes of these Regulations or cargo intended to be used by any such passengers as aforesaid, or by the undertaking; or

(c) for the purposes of Part III, if hire or reward is given or promised, for the right to fly the aircraft on that flight otherwise than under a hire purchase agreement; and the expression "Public Transport of Passenger" shall be construed accordingly;

provided that, notwithstanding that an aircraft may be flying for the purpose of public transport by reason of sub-regulation (6)(c) of this regulation it shall not be deemed to be flying for the purpose of the public transport of passengers unless hire or reward is given for the carriage of those passengers.

(d) Where under a transaction effected by or on behalf of a member of an unincorporated association of persons on the one hand and the association of persons or any member thereof on the other hand, a person is carried in, or is given the right to fly an aircraft in such circumstances that hire or reward would be deemed to be given or promised if the transaction were effected otherwise than as aforesaid hire or reward shall, for the purpose of these Regulations, be deemed to be given.

(8) The expressions appearing in the "General Classification of Aircraft" set forth in Part A of Schedule 1 shall have the meanings thereby assigned to them.

Regulation 105—Revocation.

(1) The following instruments are hereby revoked —

Civil Aviation Regulations, 1970 (L.I. 674);

Civil Aviation (Revocation) Order, 1971 (L.I. 703)

Regulation 106—Compliance with ICAO.

(1) Unless otherwise specified in these regulations, all standards and recommended practices identified in the I.C.A.O. Annexes, unless a difference has been cited by the Authority, are incorporation into these regulations.

(2) No person may act in a careless or reckless manner in the performance of his/her duties. It may be deemed careless or reckless if I.C.A.O. guidance material is not followed and an equivalent level of safety cannot be ascertained whenever an accident or incident occurs or whenever determined by the Authority.

Regulation 107—Admission to Flight Deck.

(a) No person may admit any person to the flight deck of an aircraft unless the person being admitted is:

(1) A crew member;

(2) AG. C.A.A. Aviation Safety Inspector who is performing official duties;

(3) Any person who has the permission of the pilot in-command and is specifically authorized by the A.O.C. holder's management; and

(4) An Air Traffic Controller who is authorized by the Authority to observe. A.T.C. procedures;

(b) No person may admit any person to the flight deck unless there is a seat available for his/her use in the passenger compartment, except;

(1) An air traffic controller who is authorized by the AUTHORITY to observe A.T.C. procedures;

(2) A certified airman employed by the A.O.C. holder whose duties require an aviation certificate;

(3) An employee of the A.O.C. holder whose duty is directly related to the conduct or planning of flight operations or in-flight monitoring of aircraft equipment or operating procedures;

(4) A technical representative of the manufacturer of the aircraft if authorized by the AUTHORITY and the A.O.C. holder; and

(5) A.G.C.A.A. Aviation Safety Inspector who is performing official duties.

Regulation 108—Aviation Safety Inspector's Credentials: Admission to the Pilots Compartment.

Whenever, in performing the duties of conducting an inspection, an inspector of the G.C. A. A. presents his/her credentials to the pilot-in-command of an aircraft operated by an A.O.C. holder, the inspector must be given free and uninterrupted access to the pilot's compartment of that aircraft.

Regulation 109—Security.

Security at Ghana airports is controlled by the National Civil Aviation Security Programme, Standing Orders: Security Check procedures and Security Plans.

Regulation 110—Flight Operational Control Requirements.

(1) Each A.O.C. holder must develop a system for the control and supervision of its flight operations, acceptable to the Authority, and identified in a Specific Operating Provisions.

(2) For those operators who choose to use a dispatch system, they may not use any person who has not completed an initial dispatcher training course of at least 80 hours. The course must include training for each type of airplane. In addition, each dispatcher must complete an annual recurrent training course and an operational familiarization flight.

(3) When a dispatch system is used, a qualified dispatcher must be on duty for all flight operations. Flight operations are considered to begin at least 2 hours before each flight and may not end until one hour after a flight or series of flights block in.

Regulation 111—Foreign Air Carrier Operations in Ghana.

Unless otherwise authorised by the Authority, no foreign operator may operate into Ghana without:

(a) Being in possession of an AOC issued by an CAO contracting State; and

(b) Being subject to a safety evaluation by the Authority's Flight Safety Services Department.

Regulation 112—Training Programmes.

(1) Each AOC holder shall:

(A) Establish, obtain the appropriate initial and/or final approval of, and provide a training programme that meets the requirements of this subpart.

(B) Provide adequate ground and flight training facilities and properly qualified ground instructors.

(C) Provide and keep/simulator training instructors and designated examiners, approved by the Authority, to conduct the required training and checks.

(2) Unless otherwise authorized, the following training categories and minimum training hour requirements are applicable to each certificate holder for establishing and maintaining a training programme for crew members, flight operational control personnel, airworthiness and preventive

maintenance personnel, and other operator personnel. Details of the training programme will be provided in the operator's Training Manual. The minimum training hours prescribed may be reduced by the Authority upon a showing by the operator that circumstances justify a lesser amount.

(A) Initial Ground Training

(i) Initial New Hire Training/80 hours (40 hours for personnel other than crew members)-For personnel who have not had previous experience with the operator (newly hired personnel). Includes basic indoctrination training and training for a specific duty position. It must be the most comprehensive of the categories of training.

(ii) Initial Equipment Training (60 hours-pilots, flight engineers and flight operational control personnel/cabin attendants 16 hours)-For personnel who have been previously trained and qualified for a duty position by the operator and who are being reassigned for any reason.

(B) Transition Ground Training/60 hours—For an employee who has been previously trained and qualified for a specific duty position by the operator and who is being assigned to the same duty position on a different aircraft.

(C) Upgrade Ground Training/40 hours—For an employee who has been previously trained and qualified as either Co-pilot or Flight Engineer by the operator and is being assigned as either Pilot-in-command or Co-pilot, respectively, to the same aircraft type for which the employee was previously trained and qualified.

(D) Differences Ground Training/16 hours—For an employee who has been trained and qualified by the operator on an aircraft make and model who may also serve on another aircraft of the same make and model and on which the Authority has determined that the range of differences between variations of a basic aircraft model warrant the training.

(E) Recurrent Ground Training/16 hours—For an employee who has been trained and qualified by the operator, who will continue to serve in the same duty position and aircraft type, and who must receive recurring training and/or checking within an appropriate eligibility period to maintain currency.

(F) Requalification Ground Training/24 hours—For employee who has been trained and qualified by the operator, but has become unqualified to serve in a particular duty position and/ or aircraft due to not having received recurrent training and/or a required flight or competency check within the appropriate eligibility period.

(G) Training Captain, Training Flight Engineer, Check Airmen, Cabin Attendant Instructor, and Designated Examiner Ground Training/24 hours—For an employee who has been trained and qualified by the operator to perform the appropriate duties.

(H) Airworthiness and Preventive Maintenance Training hours will be in accordance with the Operator's approved engineering Maintenance Manual for an employee who has completed initial new-hire training and performs maintenance or preventive maintenance functions. The training shall ensure that each person who determines the adequacy of work done is fully informed about procedures and techniques and new equipment in use and is competent to perform his duties. This

includes training necessary for airworthiness personnel to be authorized to conduct aircraft taxi operations.

(I) Aircraft and Simulator Flight Training hours will be as approved by the Authority in the Operator's Flight crew Training Manual for members who have been initially trained and have completed an appropriate ground training course.

(3) Training course content will be consistent with the requirements described in ICAO Annex 6 and numerous other ICAO Annexes and Documents.

RULES PERTAINING TO GENERAL FLIGHT OPERATIONS

Category II and III operations:

Regulation 113—General Operating Rules.

(a) No person may operate a civil aircraft in a Category II or III operation unless—

(i) The flight crew of the aircraft consists of a pilot in command and a second in command who hold the appropriate authorization and ratings prescribed in this part;

(ii) Each flight crew member has adequate knowledge of, and familiarity with, the aircraft and the procedures to be used; and

(iii) The instrument panel in front of the pilot who is controlling the aircraft has appropriate instrumentation for the type of flight control guidance system that is being used and the airplane is certificated for the operation.

(b) Unless otherwise authorised by the Authority, no person may operate a civil aircraft in a Category II or Category III operation unless each ground component required for that operation and the related airborne equipment is installed and operating.

(c) Authorised DH For the purpose of this section, when the approach procedure being used provides for and requires the use of a DH, the authorised DH is the highest of the following :

(i) The DH prescribed by the approach procedure.

(ii) The DH prescribed for the pilot in command.

(iii) The DH for which the aircraft is equipped.

(d) Unless otherwise authorized by the Authority, no pilot operating an aircraft in a Category II or Category III approach that provides and requires use of a DH may continue the approach below the authorised decision height unless the following conditions are met:

(i) The aircraft is in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal manoeuvres, and where that descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing.

(ii) At least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot:

(i) The approach light system, except that the pilot may not descend below 100 feet above the touch down zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable.

(ii) The threshold.

(iii) The threshold markings.

(iv) The threshold lights.

(v) The touchdown zone or touchdown zone markings.

(vi) The touchdown zone lights.

(e) Unless otherwise authorized by the Authority, each pilot operating an aircraft shall immediately execute an appropriate missed approach whenever, prior to touchdown, the requirements of paragraph (d) of this section are not met.

(f) No person operating an aircraft using a Category III approach without decision height may land that aircraft except in accordance with the provisions of the letter of authorization issued by the Authority.

(g) Paragraphs (a) through (f) of this section do not apply to operations conducted by the holders of an air operators certificate issued under this Part. No person may operate a civil aircraft in a Category II or Category III operation conducted by the holder of an air operator's certificate issued under this Part unless the operation is conducted in accordance with that certificate holder's specific operating provisions.

SCHEDULES

SCHEDULE 1

(Regulation 2(6), 23(1) (b), 104(8))

PART A

Table of General Classification of Aircraft

Col. 1	Col. 2	Col. 3	Col. 4
			Free Balloon
		Non-power driven	
			Captive Balloon
	Lighter than aircraft		
			Power driven Airship
Aircraft		Non-power driven	GliderKite

Heavier than aircraft	Aeroplane (landplane)
Power driven	Aeroplane (Seaplane)
(flying machines)	Aeroplane (Amphibian)
	Aeroplane (Self-Launching Motor Glider)
	Microlight
	Power Light (Tilt Rotor)
	Helicopter
	Rotorcraft Gyroplane

PART B

Nationality and Registration Marks of Aircraft Registered in Ghana

1. The nationality mark of the aircraft shall be the Capital letter "G" in Roman character preceded by the figure 9 (nine), thus "9G" in Roman character assigned by the Authority on the registration of the aircraft. The letters shall be without ornamentation and a hyphen shall be placed between the nationality mark and the registration mark.

2. (1) The nationality and registration marks shall be painted on the aircraft or shall be affixed thereto by any other means ensuring a similar degree of permanence in the following manner—

(2) Position of marks on—

(a) flying machines and gliders consist of—

(i) Wings: Except on aircraft having no fixed wing surface, the marks shall appear on the lower surface of the wing structure and shall be on the left half on the lower surface of the wing structure unless they extend across the whole surface of both wings. So far as possible the marks shall be located equidistant from the leading and trailing edges of the wings. The tops of the letters shall be towards the leading edge of the wings;

(ii) Fuselage (or equivalent structure) or Vertical Tail Surface: The marks shall also be either on each side of the fuselage (or equivalent structure) between the wings and the surfaces, or on the upper halves of the vertical tail surfaces. When on a single vertical tail surface, they shall be on both sides of the tail. When there is more than one vertical tail surface, the marks shall appear on the out-board sides of the outer tails;

(b) airships and free balloons shall be in two places diametrically opposite. They shall be placed near the maximum horizontal circumference of the balloon and shall be so placed as to be visible both from the sides and from the ground.

(3) Size of Marks on—

(a) flying machines and gliders consist of

(i) wings—the letters constituting each group of marks shall be of equal height. The height of the letters shall be at least 50 centimeters;

(ii) fuselage (or equivalent structure) or vertical tail surface—The marks on the fuselage (or equivalent structure) shall not interfere with the visible outlines of the fuselage (or equivalent structure). The marks on the vertical tail surfaces shall be such as to leave a margin of at least 5 centimeters along each side of the vertical tail surface. The letters constituting each group of marks shall be of equal height. The height of the marks shall be at least 30 centimeters. Where marks are required to be carried on the lower surface of aircraft having no fixed wing surface, the height of the marks shall be at least 50 centimeters;

provided that where owing to the structure of the aircraft the appropriate height specified in this sub-paragraph is not reasonably practicable the height of the marks shall be the greatest height reasonably practicable in the circumstances consistent with compliance with the structure.

(b) balloons: the letters constituting each group of marks shall be of equal height. The height of the letters shall be at least 0.911 meters.

(4) Width and Spacing of Marks shall consist of—

(a) the letters and hyphen which shall be formed by solid lines and shall be of a colour clearly contrasting with the background on which they appear. The thickness of the lines shall be one-sixth of the height of a letter; and

(b) each letter which shall be separated from the letter which it immediately precedes or follows by a space equal to half the width of a letter. A hyphen shall be regarded as a letter for this purpose.

3. The nationality and registration marks shall be displayed to the best advantage; taking into consideration the constructional features of the aircraft and shall always be kept clean and visible.

4. In addition to the foregoing requirements of this Schedule the nationality and registration marks shall also be inscribed, together with the name and address of the registered owner of the aircraft, on a fire-proof metal affixed in a prominent position to the fuselage or car or basket as the case may be and near the main entrance to the aircraft.

PART C

Regulation 2 (9)

Aircraft Dealer's Certificate-Conditions

1. The operator of the aircraft shall be the registered owner of the aircraft and shall be the holder of an aircraft dealer's certificate granted under these Regulations.

2. The aircraft shall fly only the purpose of —

(a) testing the aircraft;

(b) demonstrating the aircraft with a view to the sale of that aircraft or of other similar aircraft;

(c) proceeding to or from a place at which the aircraft is to be tested or demonstrated as aforesaid, or overhauled, repaired or modified;

(d) delivering the aircraft to a person who has agreed to buy, lease or sell it; or

(e) proceeding to or from a place for the purposes of storage.

3. Without prejudice to the provisions of regulation 31 of these Regulations, the operator of the aircraft shall satisfy himself before the aircraft takes off that the aircraft is in every way fit for the intended flight.

The aircraft shall fly only within Ghana.

SCHEDULE 2

(Regulations 1 (2), 6(2) and 41 (5))

A and B Conditions

The "A Conditions" and the "B Conditions" referred to in regulations 1(2), 6(2) and 41 (5) of these Regulations are as follows-

"A Conditions"

1. The aircraft shall be either an aircraft in respect of which a certificate of airworthiness or validation has previously been in force under the provisions of these Regulations, or an aircraft identical in design with an aircraft in respect of which such a certificate is or has been in force.

2. The aircraft shall fly only for the purpose of enabling it to—

(a) qualify for the issue or renewal of a certificate of airworthiness or of the validation thereof or the approval of a modification of the aircraft, after an application has been made for such issue, renewal, validation or approval as the case may be;

(b) proceed to or from a place at which any inspection, approval, test, weighing of or the installation of equipment in the aircraft is to take place for a purpose referred to in sub-paragraph (a), after such an application has been made or at which the installation of furnishing in, or the painting of the aircraft is to be undertaken; or

(c) proceed to or from a place at which the aircraft is to be or has been stored.

3. The aircraft and its engines shall be certified as fit for flight by the holder of a licence as an aircraft maintenance engineer entitled in accordance with Schedule 4 so to certify, or by a person approved by the Authority for the purpose of issuing certificates under this condition.

4. The aircraft shall carry the minimum flight crew specified in any certificate of airworthiness or validation which has previously been in force under these Regulations in respect of the aircraft, or is or has previously been in force in respect of any other aircraft of identical design.

5. The aircraft shall not fly over any congested area of a city, town or settlement except to the extent that it is necessary to do so in order to take off from or land at a Government aerodrome or a licensed aerodrome in accordance with normal aviation practice;

6. Without prejudice to provisions of regulation 18(2), the aircraft shall carry such flight crew as may be necessary to ensure the safety of the aircraft.

"B Conditions"

1. The flight shall be made under the supervision of a person approved by the Authority for the purposes of these conditions, and subject to any additional conditions which may be specified in such approval.

2. If it is not registered in Ghana or under the law of any country referred to in regulation 1, the aircraft shall be marked in a manner approved by the Authority for the purposes of these conditions and regulations 13, 15, 19, 32, 42, 60 and 62 shall be complied with in relation to the aircraft as if it was registered in Ghana so far as such provisions are applicable to the aircraft in the circumstances.

3. The aircraft shall fly only for the purpose of—

(a) experimenting with or testing the aircraft (including in particular its engines) and its equipment; or

(b) enabling the aircraft to qualify for the issue or validation of a certificate of air worthiness or the approval or modification of the aircraft; or

(c) proceeding to or from a place at which any experiment, test, inspection or weighing of the aircraft is to take place for a purpose referred to in sub-paragraph (a) or (b)

4. The aircraft shall carry such flight crew as may be necessary to ensure the safety of the aircraft.

5. (1) The aircraft shall not carry any cargo, or any person other than the flight crew except the following—

- (a) persons employed by the operator who carry out, during the flight, duties in connection with the purposes specified in paragraph (3) of these conditions;
 - (b) persons employed by manufacturers of component parts of the aircraft who carry out during the flight duties in connection with the purposes so specified;
 - (c) persons approved by the Authority under regulation 7(8) as qualified to furnish reports for the purposes of that regulation; and
 - (d) persons, other than those carried under the proceeding provisions of this paragraph, who are carried in the aircraft in order to carry out a technical evaluation of the aircraft or its operation.
6. The aircraft shall not fly, except in accordance with procedures which have been approved by the Authority in relation to that flight, over any congested area of a city, town or settlement.

SCHEDULE 3

(Regulation 7 (2))

1. Categories of aircraft:

Transport Category (Passenger)

General Purpose Category

Transport Category (Cargo)

Aerial Work Category

Private Category

Special Category

2. The purposes for which an aircraft may fly are as follows—

- (a) Transport Category (Passenger) for any purpose
- (b) Transport Category (Cargo) for any purpose, other than the public transport of passenger
- (c) Aerial Work Category for aerial work only other than public transport
- (d) Special Category for any other purpose specified in the certificate of airworthiness but not including the carriage of passengers unless expressly permitted.
- (e) Private Category for any purpose other than public transport or aerial work.

SCHEDULE 4

(Regulation 11)

Maintenance Engineers: Privileges of Licences

An aircraft maintenance engineer may, subject to the conditions of this licence issue certificates as follows—

Aircraft Maintenance Engineer—Category A (Aircraft)

In relation to aircraft (not including engines)—

- (a) certificates of maintenance review in accordance with the maintenance schedule approved under these Regulations;
- (b) certificates of release to service in respect of inspections, repairs, replacements and modifications as approved; and
- (c) certificates of fitness of aircraft for flight under the "A Conditions".

Aircraft Maintenance Engineers—Category B (Aircraft)

In relation to aircraft (not including engines) — description specified in his licence being certificates of compliance in respect of inspections, repairs, replacements and modifications approved under these Regulations.

Aircraft Maintenance Engineer—Category C (Engines)

In relation to engines —

- (a) certificates of maintenance review in accordance with the maintenance schedules approved under these regulations;
- (b) certificates of release to service in respect of inspections, repairs, replacements and modifications as approved; and
- (c) certificates of fitness of aircraft engines for flight under "A Conditions".

Aircraft Maintenance Engineers —Category D (Engines)

In relation to engines certificates of release to service in respect of inspections, overhauls, repairs, replacements and modifications are approved under these Regulations.

Aircraft Maintenance Engineers—

Category X (Compasses)

Category X (Instruments)

Category X (Electrical)

Category X (Automatic Pilots)

In relation respectively to compasses, instruments, electrical equipment or automatic pilots of a description specified and in respect of which a type rating has been included in his licence.

- (a) Certificates of maintenance review in accordance with the maintenance schedules approved under these Regulations;

(b) Certificates of release to service in respect of inspections, repairs., replacement and modifications as approved.

Aircraft Radio Maintenance Engineers — Category R (Radio)

In relation to aircraft radio stations of a description specified in his licence, being radio stations in respect of which a type rating has been included in his licence of—

(a) certificates of maintenance review in accordance with the maintenance schedules approved under these Regulations;

(b) certificates of release to service in respect of inspections, repairs, replacements and modifications so approved.

The privileges of the licence shall also include the issue of certificates of release to service in respect of inspections, overhaul, repairs, replacements and modifications of any aircraft radio apparatus approved under these Regulations if the licence bears an endorsement to that effect.

SCHEDULE 5

(Regulation 12)

AIRCRAFT EQUIPMENT

1. Every aircraft registered in Ghana shall be provided, when flying in the circumstances specified in the first column of the Table, set forth in paragraph 4 of this Schedule with adequate equipment, and for the purpose of this paragraph the expression "adequate equipment" shall mean the scales of equipment respectively indicated in that Table except that if the aircraft is flying in a combination of such circumstances the scales of equipment shall not on the account be required to be duplicated.

2. The equipment carried in an aircraft as being necessary for the airworthiness of the aircraft shall be taken into account in determining whether this Schedule is complied with in respect of that aircraft.

3. (1) The following items of equipment shall not be required to be of a type approved by the Authority—

(a) the equipment referred to in Scale A 1 (b)

(b) first aid equipment and handbook, referred to in Scale A

(c) time pieces referred to in Scale F

(d) torches referred to in Scales G, H, K, and Z

(e) whistles referred to in Scale H

(f) sea anchors referred to in Scales J and K

(g) rocket signals referred to in Scale J

- (h) equipment for moving, anchoring or manoeuvring aircraft on the water, referred to in Scale J
- (i) paddles referred to in Scale K
- (j) food and water referred to in Scales, K, U, and V
- (k) first aid equipment, referred, to in Scales K, U and V
- (l) stoves, cooking utensils, snow shovels, ice saws, sleeping bags and arctic suits referred to in Scale V
- (m) megaphones, referred in Scales Y1 and Y2.

Description of aircraft Circumstances of flight Scale of equip, required

(1) Gliders (a) Flying for purposes other than public transport or aerial work; when flying by night (b) flying for the purpose of public transport or aerial work; and (i) when flying night (ii) when carrying out acrobatic manoeuvres A (ii)A, B (I) and (iii)D and (I)C and GB (iii) (2) Aeroplanes (a) flying for purposes other than public transport; and-(i) when flying by night (ii) when flying under instrumental flight rules-(aa) outside controlled airspace notified for the purposes of this sub-paragraph(bb) within controlled airspace notified for the purpose of this sub-paragraph (ii) when carrying out aerobatic manoeuvres(b) flying for the purpose of public transport; and (i) when flying under Instrument Flight Rules except flights outside controlled airspace notified for the purposes of this sub-paragraph by aeroplanes having maximum total weight authorised not exceeding 1150kg.(ii) When flying by night: and in case of aeroplanes of which the maximum total weight authorised exceeds 1150kg(iii)When flying over water beyond gliding distance from land.A (i) and (ii) and B (i) C and DDE with E (iv) duplicated and FB (iii)A, B(i) and (iii) D and F (i)E with E (iv) duplicated and FC and G, E with E (iv) duplicated and FH

Description of aircraft Circumstances of flight Scale of equip. require (iv) on all flights on which in the event of any emergency occurring during the take off or during the landing at the intended destination or any likely alternate destination is reasonably possible that the aeroplane would be forced to land onto water(v) when flying over water:(aa) in the case of an aeroplane(aaa) classified in its certificate of airworthiness as being of performance group A,C, or X: or(bbb) having no performance group classification in its certificate of airworthiness and of such a weight and performance that with any one of its power units inoperative and the remaining power unit of units operating within the maximum continuous power conditions specified in the certificate of airworthiness, performances schedule or flight manual relating to the aeroplane issued or rendered valid by the Authority it is capable of a gradient of climb of a least 1 in 200 at an altitude of 5000ft in the International Standard Atmosphere specified in or ascertainable by reference to the certificate of airworthiness in force in respect of that aircraft when either more than 400 nautical miles or more that 90 minutes flying time from *the nearest aerodrome at which an emergency landing can be made;(ccc) in the case of all other aeroplanes when more than 30 minutes flying time *from such an aerodome(vi) on all flights which involve maneouvres on water:(vii) when flying at a height of 10, 000ft or more above mean sea level:(aa) having a certificate of airworthiness first issued before 1 January 1989:(bb) having a certificate of airworthiness first issued on or after 1 January 1989.(vii) on flights when the weather report or forecasts available at the aerodrome at time of departure indicate that conditions favouring ice formation are likely to be

met:(ix)when carrying out aerobatic manoeuvres:(x) on all flights on which the aircraft carries a flight crew of more than one person;(xi) on all flights for the purpose of the public transport of passengers;(aa) before 1st January 1990;(bb) on or after 1st January 1990;(xii) on all flights by a pressurized aircraft:(aa) before 1 January 1990;(bb) on or after 1st January 1990;(bb) on or after 1st January 1990(xiii) when flying over substantially uninhabited land areas where, in the event of an emergency landing, tropical conditions are likely to be met;(xiv) when flying over substantially uninhabited land or other areas where in the event of any emergency landing, polar conditions are likely to be met;(xv) when flying at an altitude of more than 49,000ft HH and KH and KH, J and KL1 or L2L2MB(iii)NQ and Y1Q and Y2(1), (ii) and (iii)R1R2UVW (3) Turbine-jet aeroplanes having a maximum total weight authorised exceeding 5700kg or pressurised aircraft having a maximum total weight authorised exceeding 11400kg

(4) Turbine engined aeroplanes having a maximum total weight authorised exceeding 5700kg and piston-engined aeroplanes having a maximum total weight authorised exceeding 2700kg(a)which are operated by an air transport undertaking under a certificate of airworthiness in the Transport Category (passenger) or the Transport Category (Cargo);or (b) in respect of which application has been made and not withdrawn or refused for such a certificate, and which fly under the "A Conditions" or under the a certificate of airworthiness in the Special Category;Provided that this paragraph shall not apply to aeroplanes falling within paragraphs (5) or (6) hereof.

(5) Aeroplanes in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger) or Transport Category (Cargo) and aeroplanes in respect of which application has been made, and not withdrawn or refused for such a certificate of airworthiness and which fly under the "A Conditions" or in respect of which there is in force a certificate of airworthiness in the Special Category-When flying for the purpose of public transport When flying on any flight When flying on any flightWhen flying on any flight OPP (a) which conform to a type first issued with a type certificate on or after 1st April 1971 and which have a maximum total weight authorised exceeding 11400kg; or(b) which conform to a type first issued with a type certificate on or after 1st April 1971 and which have a maximum total weight authorised exceeding 11,400kg but not exceeding 27,000kg; or(c)which conform to a type first issued with a type certificate on or after 1st April 1971 and which have a maximum total weight authorised exceeding 27000kg but not exceeding 230000kg; or(d) which conform to a type first issued with a type certificate on or after 1st January 1970 and which have a maximum total weight authorised exceeding 230000kg;Provided that this paragraph shall not apply to aeroplanes falling within paragraph (6) hereof

(6) Aeroplanes in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger) or Transport Category (Cargo) and aeroplanes in respect of which application has been made, and not withdrawn or refused, for such a certificate of airworthiness and which fly under "A Conditions" or in respect of which there is in force a certificate of airworthiness in the Special Category.(a) for which an individual certificate of airworthiness was first issued on or after 1st June 1990 and which have a maximum total weight authorised not exceeding 5700kg, are powered by 2 or more turbine engines and are certified to carry more than 9 passengers;(b) for which an individual certificate of airworthiness was first issued on or after 1st June 1990 and which have a maximum total weight authorised exceeding 57000kg; or when flying on any flightwhen flying on any flightwhen flying on any flightwhen flying on any flightwhen

flying on any flight when flying on any flight S(i)S(ii)S(iii)S(iii)S(iv)S(iv) (c) for which an individual certificate of airworthiness was first issued on or after 1st June 1990 and which have a maximum total weight authorised exceeding 27000kg. When flying on any flight S(v).

(7) Aeroplanes in respect of which there is in force a certificate of airworthiness in the Aerial Work or Private Category and for which an individual certificate of airworthiness was first issued on or after 1st June 1990 and which have a maximum total weight authorised exceeding 27000kg. S(vi).

(8) Aeroplanes: (a) which conform to a type first issued with a type certificate on or after 1st April 1971 and having a maximum total weight authorised exceeding 27000kg and in respect of which there is in force a certificate of airworthiness in the (passenger) or the Transport Category (Cargo); or When flying on any flight T (b) which conform to a type first issued with a type certificate on or after 1 January 1970 and which have a maximum total weight authorised exceeding 23000kg and in respect of which there is in force such a certificate of airworthiness; or when flying on any flight T

(c) having a maximum total weight authorised exceeding 27000kg which conform to a type first issued with a type certificate on or after 1st April 1971 (or 1st January 1970 in the case of an aeroplane having a maximum total weight authorised exceeding 23000kg) in respect of which an application has been made, and not withdrawn or refused for such a certificate of airworthiness and which fly under the "A Conditions" or in respect of which there is in force a certificate of airworthiness in the Special Category. (9) Aeroplanes which have a maximum total weight authorised exceeding 15000kg or which in accordance with the certificate of airworthiness in force in respect thereof may carry more than 30 passengers. when flying on any flight on all flights for the purpose of public transport TX

(10) Aeroplanes: (a) which are a turbojet and which have a maximum total weight authorised exceeding 22700kg: when flying by night for the purpose of the public transport of passengers Z(i) and (ii) (b) having a maximum total weight authorised exceeding 5700kg and which conform to a type for which a certificate of airworthiness was first applied for after 30th April 1972 but not including any aeroplane which in the opinion of the Authority is identical in all matters affecting the provision of emergency evacuation facilities to an aeroplane for which a certificate of airworthiness was first applied for before that date; or when flying by night for the purpose of the public transport of passengers Z(i) and (ii) (c) which in accordance with the certificate of airworthiness in force in respect thereof may carry more than 19 passengers: when flying by night for the purpose of the public transport of passengers Z(i) (d) having a maximum total weight authorised exceeding 5700kg and which conform a type for which a certificate of airworthiness was first applied for after 30th April 1972 but not including any aeroplane which in the opinion of the Authority is identical in all matters affecting the provision of emergency evacuation facilities to an aeroplane for which a certificate of airworthiness was first applied for before that date: when flying for the purpose of the public transport passengers Z (ii) (e) which are a turbojet and which have a maximum total weight authorised exceeding 22700kg: or (f) first issued with a type of certificate on or after 1st January 1958 and which in accordance with the certificate of airworthiness in force in respect thereof may carry more than 19 passengers when flying for the purpose of the public transport of passengers Z(iii)

(11) Aeroplanes? (a) powered by one or more turbine jets and first issued with a certificate of airworthiness by the Ghana Civil Aviation Authority on or after 1st April 1989;(b) powered by one or more turbine jets and first issued with a certificate of airworthiness prior to 1st April 1989(c) powered by one or more turbine propeller engines and having a maximum total weight authorised exceeding 5700kg and first issued with a certificate of airworthiness on or after 1st April 1989; When flying on any flight on or after 1st April 1989 when flying on any flight on or after 1st April 1989 when flying on any flight on or after 1st April 1989.

(12) Aeroplane-(a) which conform to type first issued with a type certificate on or after 1st April 1978 and in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger);(b) which conform to a type first issued with a type certificate on or after April 1968 and before 1st April 1978 and in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger);(c) which conform to a type first issued with a type certificate before 1st April 1968 and in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger) On all flights for the purpose of the public transport of passengers on or after 1st April 1991 on all flights for the purpose of the public transport of passengers on or after 1st April 1992 on all flights for the purpose of public transport of passengers on or after 1st April 1993 Y2(iv)Y2(iv)Y2(iv)

(13) Helicopters and Gyroplanes (a) flying for the purposes other than public transport; and (i) when flying by day under Visual Flight Rules with visual ground reference (ii) when flying by day under Instrument Flight Rules or without visual ground reference-(aa) outside controlled airspace notified for the purposes of this sub-paragraph (bb) within controlled airspace notified for the purposes of this sub-paragraph (iii) when flying at night-(aa) with visual ground reference; (bb) without visual ground reference-(aaa) outside controlled airspace notified for the purposes of this sub-paragraph;(bbb) within controlled airspace notified for the purposes of this sub-paragraph. (b) flying for the purpose of public transport; and-(i) when flying by day under Visual Flight Rules and with visual ground reference;(ii) when flying by day under Instrument Flight Rules or without visual ground reference; and (iii) when flying by night with visual ground reference-(aa) in the case of a helicopter or gyroplane having a maximum total weight authorised exceeding 2000kg; (bb) in the case of a helicopter or gyroplane having a maximum total weight authorised exceeding 2000kg; (iv) when flying by night without visual ground reference;(v) when flying over water-(aa) in the case of a helicopter or gyroplane classified in its certificate of airworthiness as being of performance group A2 or B when beyond auto rotational gliding distance from land suitable for an emergency landing; A(i) and (ii) B(i)DE with E (ii) duplicated E with E (ii) and E (iv) duplicated and F with F (iv) for all weightsC, E, G (iii) and G (v)C, E with E (ii) duplicated, G (iii) and G(V)C, E with both E (ii) and E (iv) duplicated F and with F (vi) for all weights, G (iii) and G (v)A, B (i) and (ii), F(i) and F (iv) for all weights DE with both E(ii) and E (iv) duplicated, F (ii) F (iii) and F (v)C, E and GC, E with E (ii) duplicated and either E (iv) duplicated or a radio altimeter, F (ii), F(iii), duplicated, F (ii), F(iii), F(v) and GC, E with both E (ii) and E (iv) duplicated F (ii), F (iii), F (v) & GE and H (bb) on all flights on which in the event of any emergency occurring during the take-off or during the landing at the intended destination or any likely alternate destination it is reasonably possible that the helicopter or gyroplane would be forced to land onto water;(cc) in the case of a helicopter or gyroplane classified in its certificate of airworthiness as being of performance group A2 when beyond 10 minutes flying time* from land;(dd) for more than a total of 3 minutes in any flight;(cc) in the case of a helicopter or gyroplane classified in its

certificate of airworthiness as being of performance group A2 which is intended to fly beyond 10 minutes flying time from land, or which actually flies beyond 10 minutes flying time from land, on a flight in support of or in connection with the offshore exploitation, or exploration of mineral resources (including gas) when the weather report or forecasts available to the commander of the aircraft indicate that the sea temperature will be less than 10° C during the flight or when any part of the flight is at night;(vi) on all flights which involve manoeuvres on water;(vii) when flying at a height of 10000ft or more above mean sea level-(aa) having a certificate of airworthiness first issued before 1st January 1989;(bb) having a certificate of airworthiness first issued before 1st January 1989;(viii) on flights when the weather reports or forecasts available at the aerodrome at the time of departure indicate the conditions favouring ice formation are likely to be met; HE, H, K and TEEIH, J, and KL1 or L2L2M

* For the purposes of the this Table, flying time shall be calculated on the assumption that the helicopter or gyroplanes is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

(ix) on all flights on which the aircraft carries a flight crew of more than one person; (x) on all flights for the purpose of the public transport of passengers-(aa) before 1st January 1990;(bb) on or after 1st January 1990;(xi) when flying over substantially uninhabited land areas where in the event of an emergency landing, tropical conditions are likely to be met-(xii) when flying over substantially uninhabited land or other areas where, in the event of emergency landing, polar conditions are likely to be met-NY1Y2 (i), (ii) and (iii)UV.

(14) Helicopters & Gyroplanes-(a) having a maximum total authorised exceeding 5700kg and which conform to a type for which a certificate of airworthiness was first applied for after 30th April 1972 but not including any helicopter or gyroplane which in the opinion of the Authority is identical in all matters affecting the provision of emergency evacuation facilities to a helicopter or gyroplane which in a certificate of airworthiness was first applied for before that date;(b) which in accordance with the certificate of airworthiness in force in respect thereof may carry more than 19 passengers; (aa) when flying by night for the purposes of the public transport of passengers(bb) when flying by night for the purpose of the public transport of passengers. Z(i) and (ii)Z (i) (c) which have a certificate of airworthiness issued in the Transport Category (Passenger or Cargo) and which have either a maximum total weight authorised exceeding 2730kg or which may carry more than 9 passengers; or(d) which have a certificate of airworthiness issued in the Transport Category (passenger or Cargo) and helicopters and gyroplanes in respect of which application has been made and not withdrawn or refused for such a certificate of airworthiness and which fly under the 'A Conditions' or which have a certificate of airworthiness in the Special Category and (i) which have a maximum total weight authorised exceeding 2730kg but not exceeding 7000kg or which in accordance with the certificate of airworthiness in force in respect thereof may carry more than 9 passengers, or both; (ii) which have a maximum total weight authorised exceeding 7000kg. (cc) when flying on any flight 1st February 1991 When flying on any flight on or after 1st February 1991 When flying on any flight on or after 1st February 1991 S (vii)SS (i) or (ii)SS (ii) or (iii)

5. (1) the scales of equipment indicated in the foregoing Table shall be as follows—

Scale A 1

(a) Spare fuses for all electrical circuits the fuses of which can be replaced in flight, consisting of 10 per cent of the number of each rating or three of each rating, whichever is the greater.

(b) Maps, charts, codes and other documents and navigational equipment necessary, in addition to any other equipment required under this Regulation, for the intended flight of the aircraft including any diversion which may reasonably be expected.

(c) First aid equipment of good quality, sufficient in quantity, having regard to the number of persons on board the aircraft, and including the following—

(i) roller bandages, triangular bandages, adhesive plaster, absorbent gauze, cotton wool (or wound dressings in place of the absorbent gauze and cotton wool), burn dressings, safety pins;

(ii) haemostatic bandages or tourniquets, scissors;

(iii) antiseptic, analgesic and stimulant drugs;

(iv) slings, in the case of aeroplane the maximum total weight authorised of which exceeds 5700kg;

A handbook on first aid.

2. in the case of a flying machine used for the public transport of passengers in which, while the flying machine is at rest on the ground, the sill of any external door intended for the disembarkation of passengers, whether normally or in an emergency—

(a) is more than 1.82 metres from the ground if the undercarriage of the machine is in the normal position for taxiing; or

(b) would be more than 1.82 metres from the ground if the undercarriage or any part thereof should collapse, break or fail to function;

and apparatus readily available for use at each such door consisting of a device or devices which will enable passengers to reach the ground safely in an emergency while the flying machine is on the ground and can be readily fixed in position for use.

Scale A2

An altitude alerting system capable of alerting the pilot upon approaching a preselected altitude in either ascent or descent, by a sequence of visual and aural signals in sufficient time to establish level flight at that preselected altitude, and when deviating above or below that preselected altitude, by a visual and an aural signal except that if the system becomes unserviceable, the aircraft may fly or continue to fly, until it first lands at a place at which it is reasonably practicable for the system to be repaired or replaced.

Scale B

(a) If the maximum total weight of the aircraft is 2730 kg or less, for every pilot's seat and for any seat situated alongside a pilot's seat, a safety belt with one diagonal shoulder strap or a safety harness except that the Authority may permit a safety belt without a diagonal shoulder strap to be fitted if it is satisfied that it is not reasonably practicable to fit a safety belt with one diagonal shoulder strap or a safety harness;

(b) If the maximum total weight authorised of the aircraft exceeds 2730 kg, a safety harness for every pilot's seat and for any seat situated alongside a pilot's seat, in place of the safety belt with one diagonal shoulder strap referred to in paragraph (a) except that the Authority may permit a safety belt with one diagonal shoulder strap to be fitted if it is satisfied that it is not reasonably practicable to fit a safety harness.

(c) for every seat in use (not being a seat referred to in sub-paragraphs (a), (b), (e) and (f) a safety belt with or without one diagonal shoulder strap or a safety harness;

(d) in addition and to be attached to or secured by the equipment required in subparagraph

(c) above, a child restraint device for every child under the age of 2 years on board;

(e) on all flights for the public transport of passengers by aircraft, for each seat for use by the cabin attendants who are required under these Regulations, to carry a safety harness;

(f) on all flights in an aeroplane the maximum total weight authorised of which does not exceed 5700kg, which in accordance with the certificate or airworthiness in force thereof is not capable of seating more than 9 passengers (otherwise than in seats referred to under sub-paragraphs (a) and (b), a safety belt with one diagonal shoulder strap or a safety harness for each seat intended for use by a passenger provided that the provisions of this sub-paragraph shall not apply to aeroplanes in respect of which a certificate of airworthiness was first issued (whether in Ghana or elsewhere) before 1 February 1989—

(i) if the commander cannot, from his own seat, see all the passengers' seats in the aircraft as a means of indicating to the passengers that seat belts should be fastened; and

(ii) a safety harness for every seat in use;

provided that in the case of an aircraft carrying out aerobatic manoeuvres consisting only of erect spinning, the Authority may permit a safety belt with one diagonal shoulder strap to be fitted if it is satisfied that such restraint is sufficient for the carrying out of erect spinning in that aircraft and that it is not reasonably practicable to fit a safety harness in that aircraft.

Scale C

(a) Equipment for displaying the lights required by the Rules of the Air,

(b) Electrical equipment, supplied from the main source of supply in the aircraft, to provide sufficient illumination to enable the flight crew properly to carry out their duties during flight;

(c) Unless the aircraft is equipped with radio, devices for making the visual signal specified in the Rules of the Air as indicating a request for permission to land.

Scale D

1. (a) in the case of a helicopter or gyroplane, a slip indicator;

(b) in the case of any other flying machine either —

(i) a turn indicator and a slip indicator; or

(ii) a gyroscopic bank and pitch indicator and a gyroscopic direction indicator

2. A sensitive pressure altimeter adjustable for any sea level barometric pressure which the weather report or forecasts available to the commander of the aircraft indicate is likely to be encountered during the intended flight.

Scale E

(a) In the case of a helicopter or gyroplane, a slip indicator;

(b) In the case of any other flying machine, a turn indicator and a slip indicator

(i) a gyroscopic bank and pitch indicator;

(ii) a gyroscopic direction indicator;

(iii) a sensitive pressure altimeter adjustable for any sea level barometric pressure which the weather report or forecast available to the commander of the aircraft indicate is likely to be encountered during the intended flight.

provided that any aircraft may, at the option of the operator, be equipped with an additional gyroscopic bank and pitch indicator in lieu of the turn indicator referred to in (a) of this Scale.

Scale E2

A radio altimeter with an audio voice warning operating below a preset height and a visual warning capable of operating at a height selectable by the pilot.

Scale F

(a) A timepiece indicating the times in hours, minutes and seconds;

(b) A means of indicating whether the power supply to the gyroscopic instrument is adequate;

(c) A rate of climb and descent indicator;

(d) If maximum total weight authorised of the aircraft exceeds 5700kg a means of indicating outside air temperature;

(e) If the maximum total weight authorised of the aircraft exceed 5700kg two air speed indicators.

Scale G

(a) In the case of an aircraft other than a helicopter or gyroplane landing lights consisting of 2 single filament lamps, or one dual filament lamp with separately energised filaments.

(b) An electrical lighting system to provide illumination in every passenger compartment.

(c) One electrical torch for each member of the crew of the aircraft.

(d) One electric torch for each member of the flight crew of the aircraft; or at least one electric torch affixed adjacent to each floor level exit intended for the disembarkation of passengers whether normally or in an emergency, provided that such torches shall—

- (i) be readily accessible for use by the crew of the aircraft at all times; and
 - (ii) number in total not less than the minimum number of cabin attendants required to be carried with a full passenger complement.
- (f) In the case of an aircraft other than a helicopter or gyroplane which the maximum total weight authorised exceeds 5700 kg. means of observing the existence and build up of ice on the aircraft.
- (g) In the case of a helicopter or gyroplane in respect of which there is in force a certificate of airworthiness designating the helicopter or gyroplane as being of performance group A, either—
- (aa) two landing lights both of which are adjustable so as to illuminate the ground in front of and below the helicopter or gyroplane, and one of which is adjustable so as to illuminate the ground in front of and below the helicopter or gyroplane and 2 parachute flares; and
 - (bb) in the case of a helicopter or gyroplane on respect of which there is in force a certificate of airworthiness designating the helicopter or gyroplane as being of performance group B, either—
 - (aaa) one landing light and 2 parachute flares; or
 - (bbb) if the maximum total weight authorised of the helicopter or gyroplane exceeds 5700 kg. either one dual filament landing light with separately energised filaments or 2 single filament landing lights, and 2 parachute flares.

Scale H

For each person on board, a lifejacket equipped with a whistle and waterproof torch provided that lifejackets constructed and carried solely for use by children under three years of age need not be equipped with a whistle.

Scale I

A survival suit for each member of the crew.

Scale J

- (a) Additional flotation equipment, capable of supporting one-fifth of the number of persons on board, and provided in a place of stowage accessible from outside the flying machine;
- (b) Parachute distress rocket signals capable of making, from the surface of the water, the pyrotechnical signal of distress specified in the Rules of the Air.
- (c) A sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the flying machine on water, appropriate to its size, weight and handling characteristics.

Scale K

- (a) In the case of a flying machine, other than a helicopter or gyroplane carrying 20 or more persons, liferafts sufficient to accommodate all persons on board.
- (b) In the case of a helicopter or gyroplane carrying 20 or more persons, a minimum of 2 liferafts sufficient together to accommodate all persons on board.

Each life raft shall contain the following equipment—

- (i) means for maintaining buoyancy;
- (ii) a sea anchor;
- (iii) lifelines, and means of attaching one liferaft to another;
- (iv) paddles or other means of propulsion;
- (v) means of protecting the occupants from the elements;
- (vi) a waterproof torch,
- (vii) marine type pyrotechnical distress signals:
- (viii) means of making sea water drinkable, unless the full quantity of fresh water is carried as specified in sub-paragraph (ix)
- (ix) for each 4 or proportion of 4 persons the liferaft is designed to carry—

100 grams of glucose toffee tablets;

1/2 litre of fresh water in durable containers;

- (x) first aid equipment;

provided that in any case in which it is not reasonably practicable to carry the quantity of water above specified, as large a quantity of fresh water as is reasonably practicable in the circumstances may be substituted. In no case however shall the quantity of water carried be less than is sufficient, when added to the amount of fresh water capable of being produced by means of the equipment specified in sub-paragraph (h) to provide ½ litre of water for each 4 or proportion of 4 persons the liferaft is designed to carry.

- (c) Items (ix) to (x) inclusive shall be contained in a pack.

- (d) The number of survival beacon radio apparatus carried when the aircraft is carrying the number of liferafts specified in column 1 of the following Table shall not be less than the number specified in, or calculated in accordance with, column 2.

TABLE

Column 1

Column 2

Not more than 8 liferafts

2 survival beacon radio apparatus

For every additional 4 or

1 additional survival beacon radio;

For every additional 4 or

1 additional survival beacon radio;

(e) In the case of a helicopter or gyroplane, an emergency beacon which is automatically deployed and activated in the event of a crash.

Scale L

Part 1

In every flying machine which is provided with means for maintaining a pressure greater than 700 millibars throughout the flight in the flight crew compartment and in the compartment in which the passengers are carried—

(a) a supply of oxygen sufficient, in the event of failure to maintain such pressure, occurring in the circumstances specified in columns 1 and 2 of the Table set out in Part II of this scale, for continuous use, during the periods specified in column 3 of the said Table, by the persons for whom oxygen is to be provided in accordance with column 4 of the Table; and

(b) in addition, in every case where the flying machine flies above flight level 350. a supply of oxygen in a portable container sufficient for the simultaneous first aid treatment of 2 passengers; together with suitable and sufficient apparatus to enable such persons to use the oxygen.

2. In any other flying machine—

(a) supply of oxygen sufficient for continuous use by all the crew other than the flight crew and if passengers are carried, by 10% of the number of passengers, for any period exceeding 30 minutes during which the flying machine flies above flight level 100 but not above flight level 130 and the flight crew shall be supplied with oxygen sufficient for continuous use for any period during which the flying machine flies above flight level 100; and

(b) a supply of oxygen sufficient for continuous use by all persons on board for the whole time during which the flying machine flies above flight level 130; together with suitable and sufficient apparatus to enable such persons to use the oxygen.

3. The quantity of oxygen required for the purpose of complying with sub-regulations (1) and (2) of this Part of this Scale shall be computed in accordance with the information and instructions relating thereto specified in the operations manual relating to the aircraft pursuant to item (vi) of Part A of Schedule 10 to these Regulations.

Column 1 Column 2 Column 3 Column 4

Vertical displacement on the flying machine in relation to flight levels Capability of flying machine to descend (where relevant) Period of supply of oxygen Persons for whom oxygen is to be provided

30 minutes or the period specified at A hereunder which is greater In addition to any passengers for whom oxygen is provided as specified below, all the crew 10% of number of passengers

Above flight level 100 Flying machine is either flying at or below flight level 150 or is capable of descending and continuing to destination as specified at X hereunder 30 minutes or the period specified at C hereunder which is the greater

Above flight level 100 but not above flight level 300 Flying machine is flying above flight level 150 and is not so capable 10 minutes or the period specified at B hereunder whichever is the greater All passengers

and in addition

Flying machine is capable of descending and continuing to destination as specified at Y hereunder 30 minutes or the period specified at C hereunder which is the greater 10% of number of passengers

30 minutes or the period specified at A hereunder whichever is the greater 15% of number of passengers

Above flight level 100 but not above flight level 300 10 minutes or the period specified at B hereunder whichever is the greater All passengers

and in addition

Flying machine is not so capable 30 minutes or the period specified at C hereunder whichever is the greater 15% of number of passengers

10 minutes or the period specified at B hereunder whichever is the greater All passengers

and in addition

30 minutes or the period specified at C hereunder whichever is the greater

and in addition

Above flight level 350 30 minutes or the period specified at C hereunder whichever is the greater 15% of number of passengers

A. The whole period during which, after a failure to maintain a pressure greater than 700 millibars in the control compartment and in the compartment in which passengers are carried has occurred the flying machine flies above flight level 100.

B. The whole period during which, after a failure to maintain such pressure has occurred, the flying machine flies above flight level 150.

C. The whole period during which, after a failure to maintain such pressure has occurred the flying machine flies above flight level 100 but not above flight level 150.

D. The flying machine is capable, at the time when a failure to maintain such pressure occurs of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aircraft, to flight level 150 within 6 minutes, and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

E. The flying machine is capable, at a time when a failure to maintain such pressure occurs of descending in accordance with emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aircraft, to flight level 150 within 4 minutes, and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

Scale 1.2

A supply of oxygen and the associated equipment to meet the requirements set out in Parts 1 and II of this scale. The duration for the purposes of this scale shall be—

(a) that calculated in accordance with the operations manual prior to the commencement of the flight, being the period or periods which it is reasonably anticipated that the aircraft will be flown in the circumstances of the intended flight at a height where the said requirements apply and in calculating the said duration account shall be taken of—

(i) in the case of pressurised aircraft, the possibility of depressurisation when flying above flight level 100;

(ii) the possibility of failure of one or more of the aircraft engines;

(iii) restriction due to required minimum safe altitude;

(iv) fuel requirement, and

(v) the performance of the aircraft ; or

(b) the period or periods during which the aircraft is actually flown in the circumstances specified in the said Parts;

whichever is the greater.

PART I

Unpressurised aircraft

(i) when flying at or below flight level 100

Nil.

(ii) When flying above flight level 100 but not exceeding flight level 120

Supply for Duration.

(a) Members of the flight crew Any period during which the aircraft flies above flight level 100

(b) Cabin attendants 10% of passengers For any continuous period exceeding 30 minutes during which the aircraft flies above flight level 100 but not exceeding flight level 120, the duration shall be the period by which 30 minutes is exceeded

(iii) When flying above flight level 120 Supply for Duration.

(a) Members of the flight crew Any period during which the aircraft flies above flight level 120

(b) cabin attendants and all passengers Any period during which the aircraft flies above flight level 120

Scale M

Equipment to prevent the impairment through ice formation of the functioning of the controls, means of propulsion lifting.

PART II

Pressurised aircraft

(i) When flying at or below flight level 100. Nil.

(ii) When flying above flight level 100 but not exceeding flight level 250 Supply for Duration 30 minutes or whenever the cabin pressure altitude exceeds 10,000 ft. whichever is greater

(a) Members of the flight crew

Supply for Duration

(b) Cabin attendants and 10%

(aa) When the aircraft is capable of passengers descending passengers and continuing to its destination as specified at A hereunder, 30 minutes or whenever the cabin pressure altitude exceeds 10,000 ft whichever is the greater

(bb) When the aircraft is not so capable, when-ever the cabin pressure altitude is greater than 10,000ft. but does not exceed 12,000ft

Supply for Duration

(c) Cabin attendants and (aa) When the aircraft is capable of passenger descending and continuing to its destination as specified at A hereunder, no requirement other than (cc) When flying above flight level 250- that at (ii) (b) (aa) of this part of this scale

(bb) When the aircraft is not so capable and the cabin pressure altitude exceeds 12,000 ft. the duration shall be the period when the cabin pressure altitude exceeds 12,000 ft. or 10 minutes, whichever is the greater

Supply for- Duration

(a) Members of the flight crew 2 hours or whenever the cabin pressure altitude exceeds 10,000ft. whichever is the greater (b) Cabin attendants

Whenever the cabin pressure altitude exceeds 10,000ft. and a portable supply (c) 10% of passengers or 15 minutes

Whenever the cabin pressure altitude exceeds 10,000ft. but does not exceed (d) 30% of passengers 12,000ft

Whenever the cabin pressure altitude exceeds 12,000ft. but does not exceed

(e) All passengers 15,000ft

(f) 2% of passengers or 2 passengers, If the cabin pressure altitude exceeds which is the greater, being a supply 15,000ft the duration shall be the period of first aid oxygen which must be when the cabin altitude exceeds 15,000ft. available for simultaneous first or 10 minutes, which is the greater aid treatment of 2% or 2 passengers wherever they are Whenever, after decompression, the cabin seated in the aircraft pressure altitude exceeds 8,000ft

The flying machine is capable, at the time when a failure to maintain cabin pressurisation occurs of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aircraft, to flight level 120 within 5 minutes and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

CAR Sched. 5

Scale M

Equipment to prevent the impairment through ice formation of the functioning of the controls, means of propulsion, lifting, surfaces, windows or equipment of the aircraft so as to endanger the safety of the aircraft.

Scale N

An intercommunication system for use by all members of the flight crew and including microphones, not of a hand-held type, for use by the pilot and flight engineer (if any).

Scale O

A radar set capable of giving warning to the pilot in command of the aircraft and to the co-pilot of the presence of cumulonimbus clouds and other potentially hazardous weather conditions provided that a flight may commence if the set is unserviceable or continue if the set becomes unserviceable thereafter—

(a) so as to give the warning only to one pilot so long as the aircraft is flying only to the place at which it first becomes reasonably practicable for the set to be repaired; or

(b) when the weather report or forecast available to the commander of the aircraft indicate that cumulonimbus clouds or other potentially hazardous weather conditions, which can be detected by the set when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom or the commander has satisfied himself that any such weather conditions will be encountered in daylight and can be seen and avoided, and the aircraft is in either

case operated throughout the flight in accordance with any relevant instructions given in the operations manual.

Scale P

1. A flight data recorder which is capable of recording, by reference to a time scale, and the following data—

- (a) indicated airspeed;
- (b) indicated altitude;
- (c) vertical acceleration;
- (d) magnetic heading;
- (e) pitch attitude, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded;
- (f) engine power, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded;
- (g) flap position;
- (h) roll attitude, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded; provided that any aeroplane having a maximum total weight authorised not exceeding 11 4400 kg. may be provided with—
 - (i) a flight data recorder capable of recording the data described in sub-paragraph (a) to (h) of this Scale; or
 - (j) a 4 channel cockpit voice recorder.

In addition to all flights by a turbine-powered aeroplane having a maximum total weight authorised exceeding 11 400 kg. a 4 channel cockpit voice recorder.

The flight data recorder and cockpit voice recorder referred to above shall be so constructed that the record would be likely to be preserved in the event of an accident to the aeroplane provided that an aeroplane shall not be required to carry the said equipment, if before take-off the equipment is found to be unserviceable and the aircraft flies in accordance with arrangements approved by the Authority.

Scale Q

If the maximum total weight authorised, of the aeroplane exceeds 5700kg and it was first registered, with Ghana Civil Aviation Authority or elsewhere, on or after 1st June 1965, a door between the flight crew compartment and any adjacent compartment to which passengers have access, shall be fitted with a lock or bolt capable of being worked from the flight crew compartment.

Scale R1

1. Equipment sufficient to protect the eyes, nose and mouth of the pilot in command of the aircraft from the effects of smoke and noxious gases for a period of not less than 15 minutes.
2. Portable equipment sufficient to protect the eyes, nose and mouth of one other member of the crew of the aircraft from the effects of smoke and noxious gases for a period of not less than 8 minutes.
3. Equipment sufficient to protect from the effects of smoke and noxious gases the eyes of all members of the flight crew of the aircraft whose eyes are not adequately protected by other equipment.

Scale R2

(1) (a) In respect of an aeroplane having a maximum total weight authorised exceeding 5700kg. equipment sufficient to protect the eyes, nose and mouth of all members of the flight crew required to be carried by virtue of regulation 21 of these Regulations for a period of not less than 15 minutes and, in addition, where the minimum flight crew required as aforesaid is more than one and a cabin attendant is not required to be carried by virtue of regulation 21 of these Regulations; portable equipment sufficient to protect the eyes, nose and mouth of one member of the flight crew for a period of not less than 15 minutes;

(b) In respect of an aeroplane having a maximum total weight authorised not exceeding 5700kg. the equipment specified in (1) (a) of this Scale;

provided that in the case of such an aeroplane restricted by virtue of the operator's operations manual to flight at or below flight level 250 and capable of descending as specified at A hereunder such equipment shall be sufficient to protect the eyes only.

2. (a) In respect of an aeroplane having a maximum total weight authorised exceeding 5700 kg. portable equipment to protect the eyes, nose and mouth of all cabin attendants required to be carried by virtue of regulation 21 of these Regulations for a period of not less than 15 minutes.

(b) In respect of an aeroplane having a maximum total weight authorised not exceeding 5700 kg the equipment specified in 2(a) of this Scale;

provided that this requirement shall not apply to such aeroplane restricted by virtue of the operator's operations manual to flight at or below flight level 250 and capable of descending as specified at A hereunder.

A. The aeroplane is capable of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aeroplane, to flight level 100 within 4 minutes and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

Scale S

1. A flight recording system comprising—

(a) either a 4 channel cockpit voice recorder flight data recorder capable of recording by reference to a time scale the data required to determine the following parameters accurately in respect of the aeroplane, the flight path, altitude and the basic lift, thrust and drag forces acting upon it

(b) a 4 channel cockpit voice recorder and a flight data recorder capable of recording by reference to a time scale the data required to determine the following parameters accurately in respect of the aeroplane the information specified in paragraph (a) of this Scale together with the use of VHF transmitters;

(c) a 4 channel cockpit voice recorder and a flight data recorder capable of recording by reference to a time scale the data required to determine the following parameters accurately in respect of the aeroplane, the flight path, attitude, the basic lift, thrust and drag forces acting upon it, the selection of high lift devices (if any) and airbrakes (if any), the position of primary flying control and pitch trim surfaces outside air temperature, instrument landing deviations, use of automatic flight control systems, use of VHF transmitters, radio-altitude (if any), the level or availability of essential AC electrical supply and cockpit warnings relating to engine fire and engine shut?down, cabin pressurisation, presence of smoke and hydraulic or pneumatic power supply—

(d) either a cockpit voice recorder and a flight data recorder or a combined cockpit voice recorder or flight data recorder capable in either case of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane, the flight path, speed, attitude, engine power, outside air temperature, configuration of lift and drag devices, use of VHF transmitters and use of automatic flight control systems;

(e) a cockpit voice recorder and a flight data recorder capable of recording by reference to a time scale the data required to determine the following parameters accurately in respect of the aeroplane; the flight path, speed, attitude, engine power, outside air temperature, configuration of lift and drag devices, use of VHF transmitters and use of automatic flight control systems;

(f) a cockpit voice recorder and a flight data recorder capable of recording by reference in a time scale the data required to determine the following parameters accurately in respect of the aeroplane, the flight path, speed, attitude, engine power, outside air temperature, instrument landing system deviations marker beacon passage, radio altitude, configuration of the landing gear and lift and drag devices, position of primary flying controls, pitch trim position, use of automatic control systems, use of VHF transmitters, ground speed or draft angle; or latitude or longitude if the navigational equipment provided in the aeroplane is of such a nature as to enable this information to be recorded with reasonable practicability, cockpit warnings relating to ground proximity and the master warning system;

(g) in respect of the helicopters having a maximum total weight authorised exceeding 2730kg, or a seating capacity exceeding 9 passengers, a 4 channel cockpit voice recorder which has attached to it an under-water sonar location device.

2. The cockpit voice recorder or flight data recorder or combined cockpit voice recorder or flight data recorder, as the case may be shall be so constructed that the record would be likely to be preserved in the event of an accident except that an aircraft shall not be required to carry the said equipment, if before take-off the equipment is found to be unserviceable and the aircraft flies in accordance with arrangements approved by the Authority.

Scale S2

1. A 4 Channel cockpit voice recorder capable of recording and retaining the data recorded during at least the last 30 minutes of its operation and a flight data recorder capable of recording and retaining the data recorded during at least the last 8 hours of its operation being the data required to determine by reference to a time scale the following parameters accurately in respect of the helicopter or gyroplane—

- (a) flight path;
- (b) speed;
- (c) attitude;
- (d) engine power;
- (e) main rotor speed;
- (f) outside air temperature;
- (g) position of pilot's primary flight controls;
- (h) use of VHF transmitters;
- (i) use of automatic flight controls (if any);
- (j) use of stability augmentation system (if any);
- (k) cockpit warnings relating to the master warning system; and
- (l) selection of hydraulic system and cockpit warnings of failure of essential hydraulic systems.

2. A 4 channel cockpit voice recorder capable of recording and retaining the data recorder during at least the last 8 hours of its operation being the data required to determine by reference to a time scale the information specified in sub-regulation (1) of this Scale together with the following parameters accurately in respect of the helicopter or gyroplane —

- (a) landing gear configuration;
- (b) indicated sling load force if an indicator is provided in the helicopter or gyroplane of such a nature as to enable this information to be recorded with reasonable practicability;
- (c) radio altitude;
- (d) instrument landing system deviations;
- (e) marker beacon passage;
- (f) ground speed or drift angle or latitude or longitude if the navigational equipment provided in the helicopter or gyroplane is of such a nature as to enable this information to be recorded with reasonable practicability; and
- (g) main gear box on temperature and pressure.

3. (1) A combined cockpit voice recorder or flight data recorder which meets the following requirements—

(a) in the case of a helicopter or gyroplane which is otherwise required to carry a flight data recorder specified in paragraph 1 of this Scale the flight data recorder shall be capable of recording the data specified therein and retaining it for the duration specified;

(b) in the case of a helicopter or gyroplane which is otherwise required to carry a flight data recorder specified in paragraph 2 of this Scale, the flight data recorder shall be capable of recording the data specified therein and retaining it for the duration specified;

(c) the cockpit voice recorder shall be capable of recording and retaining at least the last hour of cockpit voice recording information on not less than three separate channels.

(2) In any case when a combined cockpit voice recorder or flight data recorder specified in paragraph 3 (1) of this scale is required to be carried by or under these Regulations the flight data recorder shall be capable of retaining as protected data the data recorded during at least 5 hours of its operation or the maximum duration of the flight, whichever is the greater. It shall also be capable of retaining additional data as unprotected data for a period which together with the period for which protected data is required to be retained amounts to a total of 8 hours except that the flight data recorder need not be capable of retaining the said additional data if additional data retained is retained which relates to the period immediately preceding the period as the Authority may permit pursuant to regulation 39 of these Regulations and the additional data is retained in accordance with arrangements approved by the Authority.

(3) With the exception of flight data which it is expressly stated above may be unprotected, the cockpit voice recorder, flight data recorder or combined cockpit recorder and flight data recorder, as the case may be, shall be so constructed and installed that the record (herein referred to as "protected data") would be likely to be preserved in the event of an accident and each gyroplane shall have attached an automatically activated underwater sonar location device or an emergency locator radio transmitter;

provided that a helicopter or gyroplane shall not be required to carry the said equipment if, before take-off, the equipment is found to be unserviceable and the aircraft files in accordance with arrangements approved by the Authority.

Scale T

An underwater sonar location device in respect of those helicopters or gyroplanes which have a device attached to a cockpit voice recorder in accordance with Scale S or are required to carry equipment in accordance with scale SS.

Scale U

(a) 1 survival beacon radio apparatus;

(b) marine type pyrotechnical distress signals;

(c) for each 4 or proportion of 4 persons on board, 100 grams of glucose toffee tablets;

(d) for each 4 or proportion of 4 persons on board, 1/2 litre of fresh water in durable containers;
and

(e) first aid equipment.

Scale V

(a) 1 survival beacon radio apparatus;

(b) marine type pyrotechnical distress signals;

(c) for each 4 or proportion of 4 persons on board, 100 grammes of glucose toffee tablets;

(d) for each 4 or proportion of 4 persons on board, 1/2 litre of fresh water in durable containers;

(e) first aid equipment;

(f) for every 75 or proportion of 75 persons on board, 1 stove suitable for use with aircraft fuel;

(g) 1 cooking utensil, in which snow or ice can be melted;

(h) 2 snow shovels;

(i) 2 ice saws;

(j) single or multiple sleeping bags, sufficient for the use of one-third of all persons on board; and

(k) 1 Arctic suit each member of the crew of the aircraft.

Scale W

Cosmic radiation detection equipment calibrated in millirems per hour capable of indicating the action and alert of radiation dose rate provided that an aircraft shall not be required to carry the said equipment if before take-off the equipment is found to be unserviceable and it is not reasonably practicable to repair or replace it at the aerodrome of departure and the radiation forecast available to the commander of the aircraft indicates that hazardous radiation conditions are unlikely to be encountered by the aircraft on its intended route or any planned diversion therefrom.

Scale X

1. Equipment capable of giving warning to the pilot of the potentially hazardous proximity or ground of water.

2. Where the equipment becomes unserviceable, the aircraft may fly or continue to fly until it first lands at a place at which it is reasonably practicable for the equipment to be repaired or replaced.

Scale Y1

1. If the aircraft has a total seating capacity of not less than 60 and not exceeding 149 passengers, one portable battery powered megaphone capable of conveying instructions to all persons in the passenger compartment and readily available for use by a member of the crew.

[Pages 148 and 149 missing]

transport under Visual Flight Rules;

(c) single-engined aircraft when flying for the purpose of public transport under Visual Flight Rules;

A

(i) over a route on which navigation is effected solely by visual reference to landmarks

(ii) on all other occasions A B

provided that aircraft which come within paragraph 3(b) and 3(c) carry instead of the requirements of the said

above may

paragraphs 3(b) and 3 (c) —

(aa) over a route on which navigation is not effected solely

A B

by visual reference to landmarks

(bb) over water, beyond gliding distance from any land A

(d) when flying under Instrument Flight Rules within controlled

airspace and not required to comply with paragraph 3(a) above A

*Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided

that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

3. The scales of radio and radio navigation equipment indicated in the foregoing Table shall be as follows:

Scale A

Radio equipment capable of maintaining direct two-way communication with the appropriate aeronautical radio stations.

Scale B

Radio navigation equipment capable of enabling the aircraft to be navigated on the intended route including such equipment as may be prescribed.

Scale C

Radio equipment capable of receiving from the appropriate aeronautical radio stations meteorological broadcasts relevant to the intended flight.

Scale D

Radio navigation equipment capable of receiving signals from one or more aeronautical radio stations on the surface to enable the aircraft to be guided to a point from which a visual landing can be made at the aerodrome at which the aircraft is to land.

Scale E

Secondary surveillance radar equipment.

Scale F

Radio and radio navigation equipment capable of enabling the aircraft to be navigated along the intended route including either —

(a) (i) automatic direction finding equipment;

(ii) distance measuring equipment; and

(iii) VHF omni-range equipment; or

(b) equipment, including the Decca Flight Log, which enable the aircraft to be navigated by means of signals received from radio navigation landing stations forming part of the Decca radio navigation system and which provides the pilot with a visual indication of the aircraft's position relative to the intended route.

Scale G

Radio navigation equipment capable of enabling the aircraft to make an approach to landing using the Instrument Landing System.

Scale H

1. (1) Radio navigation equipment capable of enabling the aircraft to be navigated on the intended route including —

- (a) automatic direction finding equipment;
- (b) distance measuring equipment;
- (c) duplicated VHF omni-range equipment; and
- (d) a 75 MHz marker beacon receiver;

except that an aircraft may fly notwithstanding that it does not carry the equipment specified in this Scale if it carries alternative radio navigation equipment or navigation equipment approved by the Authority in writing in accordance with the provisions of regulation 14 of these Regulations.

(2) Where not more than one item of equipment specified in this Scale is unserviceable when the aircraft is about to begin a flight, the aircraft may nevertheless take off on that flight if —

- (a) it is not reasonably practicable for the repair or replacement of that item to be carried out before the beginning of the flight;
- (b) the aircraft has not made more than one flight since the item was last serviceable; and
- (c) the commander of the aircraft has satisfied himself that, taking into account the latest information available as to the route and aerodrome to be used (including any planned diversion) and the weather conditions likely to be encountered, the flight can be made safely and in accordance with any relevant requirements of the appropriate air traffic control unit.

3. (1) In this Schedule —

"automatic direction finding equipment" means radio navigation equipment which automatically indicates the bearing of any radio station transmitting the signals received by such equipment;

"distance measuring equipment" means radio equipment capable of providing a continuous indication of the aircraft's distance from the appropriate aeronautical radio station;

"secondary surveillance radar equipment" means such type of radio equipment as may be notified as being capable of replying to an interrogation from secondary surveillance radar units on the surface; and being operated in accordance with such instructions as may be given to the aircraft by the appropriate air traffic control unit; and

"VHF omni-range equipment" means radio navigation equipment capable of giving visual indications of bearings of the aircraft by means of signals received from very high frequency omni-directional radio ranges.

SCHEDULE 7

(Regulation 15(2))

Aircraft, Engine and Propeller log Books

1. Aircraft Log Book.

(1) The following entries shall be included in the aircraft log book —

- (a) the name of the constructor, the type of the aircraft, the number assigned to it by the constructor and the date of the construction of the aircraft;
- (b) the nationality and registration marks of the aircraft;
- (c) the name and address of the operator of the aircraft;
- (d) the date of each flight and the duration of the period between take-off and landing, or, if more than one flight was made on that day, the number of lifts and the total duration of the periods between take-offs and landings on that day;
- (e) particulars of all maintenance work carried out on the aircraft or its equipment;
- (f) particulars of any defects occurring in the aircraft or in any equipment required to be carried therein by or under these Regulations, and of the action taken to rectify such defects including a reference to the relevant entries in the technical log required by regulations 15(2) and (3) of these Regulations;
- (g) particulars of any overhauls, repairs, replacements and modifications relating to the aircraft or any such equipment as aforesaid;

provided that entries shall not be required to be made under sub-paragraphs (e), (f) and (g) in respect of any engine or variable pitch propeller.

2. Engine Log Book

(1) The following entries shall be included in the engine log book —

- (a) the name of the constructor, the type of engine, the number assigned to it by the constructor and the date of the construction of the engine;
- (b) the nationality and registration marks of each aircraft in which the engine is fitted;
- (c) the name and address of the operator of each such aircraft.
- (d) either details of flights concerning —
 - (i) the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take offs and landings on that day; or
 - (ii) the aggregate duration of periods between take-off and landing for all flights made by that aircraft since the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the engine;
- (e) particulars of all maintenance work done on the engine;
- (f) particulars of any defects occurring in the engine, and of the rectification of such defects, including a reference to the relevant entries in the technical log required by regulation 11(2) and (3); and
- (g) particulars of all overhauls, repairs, replacements and modifications relating to the engine or any of its accessories.

3. Variable Pitch Propeller Log Book

(1) The following entries shall be included in the variable pitch propeller log book —

- (a) the name of the constructor, the type of the propeller, the number assigned to it by the constructor and the date of the construction of the propeller;
- (b) the nationality and registration marks of each aircraft, and type and number of each engine, to which the propeller is fitted;
- (c) the name and address of the operator of each such aircraft;
- (d) details of flights concerning —
 - (i) the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day; or
 - (ii) the aggregate duration of periods between take-off and landing for all flights made by that aircraft since the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the propeller;
- (e) particulars of all maintenance work done on the propeller;
- (f) particulars of any defects occurring in the propeller, and of the rectification of such defects, including a reference to the relevant entries in the technical log required by regulation 15(2) and (3), and
- (g) particulars of any overhauls, repairs, replacement and modifications relating to the propeller.

SCHEDULE 8

(Regulation 18 (4))

Areas specified in connection with the carriage of flight navigators as members of the flight crews of approved navigational equipment on public transport aircraft.

The following areas are hereby specified for the purposes of regulation 18 (4) of these Regulations

—

Area A — Artic

All that area north of latitude 68 north, but excluding any part within the area enclosed by rhumb lines joining successively the following points —

68° north latitude 00° east/west longitude

73° north latitude 15° east longitude

73° north latitude 30° east longitude

68° north latitude 45° east longitude

68° north latitude 00° east/west longitude

Area B — Antarctic

All that area enclosed by rhumb lines joining successively the following points —

30° north latitude 05° west longitude

24° north latitude 11° west longitude

14° north latitude 11° west longitude

14° north latitude 28° east longitude

24° north latitude 28° east longitude

28° north latitude 23° east longitude

30° north latitude 15° east longitude

30° north latitude 05° west longitude

Area D—Arabian Desert

(Deleted)

Area E — South America

All that area enclosed by rhumb lines joining successively by the following points —

04° north latitude 72° west longitude

04° north latitude 60° west longitude

08° south latitude 42° west longitude

18° south latitude 54° west longitude

18° south latitude 60° west longitude

14° south latitude 72° west longitude

05° south latitude 76° west longitude

04° north latitude 72° west longitude

Area F — Pacific Ocean

All that area enclosed by rhumb lines joining successively the following points —

60° north latitude 180° east/west longitude

20° north latitude 128° east longitude

04° north latitude 128° east longitude

55° south latitude 180° east/west longitude

55° south latitude 82° west longitude

25° south latitude 82° west longitude

60° north latitude 155° west longitude

60° north latitude 180° east/west longitude

Area G — Australia

All that area enclosed by rhumb lines joining successively the following points —

18° south latitude 123° east longitude

30° south latitude 118° east longitude

30° south latitude 135° east longitude

18° south latitude 123° east longitude

Area H — Indian Ocean

All that area enclosed by rhumb lines joining successively the following points—

35° south latitude 110° east longitude

55° south latitude 180° east/west longitude

55° south latitude 10° east longitude

40° south latitude 10° east longitude

25° south latitude 60° east longitude

20° south latitude 60° east longitude

05° south latitude 43° east longitude

10° north latitude 55° east longitude

10° north latitude 73° east longitude

04° north latitude 77° east longitude

04° north latitude 92° east longitude

10° south latitude 100° east longitude

10° south latitude 110° east longitude

35° south latitude 110° east longitude

Area I — North Atlantic Ocean

All that area enclosed by rhumb lines joining successively the following points —

55° north latitude 15° west longitude

68° north latitude 28° west longitude

68° north latitude 60° west longitude

45° north latitude 45° west longitude

40° north latitude 60° west longitude

40° north latitude 19° west longitude

55° north latitude 15° west longitude

Area J — South Atlantic Ocean

All that area enclosed by rhumb lines joining successively the following points —

40° north latitude 60° west longitude

18° north latitude 60° west longitude

05° south latitude 30° west longitude

55° south latitude 55° west longitude

55° south latitude 10° east longitude

40° south latitude 10° east longitude

02° north latitude 05° east longitude

02° north latitude 10° west longitude

15° north latitude 25° west longitude

40° north latitude 19° west longitude

40° north latitude 60° west longitude

Area K —Northern Canada

All that area enclosed by rhumb lines joining successively the following points —

68° north latitude 130° west longitude

55° north latitude 115° west longitude

55° north latitude 70° west longitude

68° north latitude 60° west longitude

68° north latitude 130° west longitude

Area L — Northern Asia

All that area enclosed by rhumb lines joining successively by the following points—

68° north latitude 56° east longitude

68° north latitude 160° east longitude

50° north latitude 125° east longitude

50° north latitude 56° east longitude

68° north latitude 56° east longitude

Area M — Southern Asia

All that area enclosed by rhumb lines joining successively by the following points—

50° north latitude 56° east longitude

50° north latitude 125° east longitude

40° north latitude 110° east longitude

30° north latitude 110° east longitude

30° north latitude 80° east longitude

35° north latitude 80° east longitude

35° north latitude 56° east longitude

50° north latitude 56° east longitude

SCHEDULE 9 (Regulation 20)

Flight Crew of Aircraft — Licences and Ratings

PART A — LICENCES

Minimum Age, Period of Validity, Privileges

1. AEROPLANE PILOTS

Private Pilot's Licence (Aeroplanes)

Minimum Age — 17 years

No maximum Period of Validity

Privileges —

(1) The holder of the licence shall be entitled to fly as pilot in command or co-pilot of an aeroplane of any of the types specified or otherwise falling within the aircraft rating included in the licence provided that —

(a) he shall not fly such an aeroplane for the purpose of public transport or aerial work except as provided in this part —

(i) he may fly such an aeroplane for the purpose of aerial work which consists of —

(aa) the giving of instruction in flying, if his licence includes a flying instructor's rating or an assistant flying instructor's rating; or

(bb) the conducting of flying tests for the purposes of these Regulations

in either case in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the person giving the instruction or conducting the test and the persons receiving the instruction or undergoing the test are both members;

(ii) he may fly such an aeroplane for the purpose of aerial work which consists of —

(aa) towing a glider in flight; or

(bb) a flight for the purpose of dropping of persons by parachute;

in either case in an aeroplane owned, or operated under arrangements entered into by a club of which the holder of the licence and any person carried in the aircraft or in any glider towed by the aircraft are members.

(b) he shall not receive any remuneration for the services as a pilot on a flight save that if his licence includes a flying instructor's rating or an assistant flying instructor's rating by virtue of which he is entitled to give instruction in flying microlight aircraft or self-launching motor gliders he may receive remuneration for the giving of such instruction or the conducting of such flying tests as are specified in sub-paragraph (1) (a) (i) in a microlight aircraft or self-launching motor glider;

(c) he shall not, unless his licence includes an instrument rating (aeroplanes) or an instrument meteorological conditions rating (aeroplanes) fly as a pilot in command of such an aeroplane —

(i) on a flight outside controlled airspace notified for the purposes of this Schedule —

(aa) when the flight visibility is less than 3 km; or

(bb) when any passenger is carried and the aeroplane is flying either more than 3000 ft above mean sea level in conditions such that it cannot remain at least 1800 metres horizontally and 1000 ft vertically away from cloud and in a flight visibility of at least 10 km or at or below 3000ft above mean sea level in a flight visibility of less than 5 km;

(ii) on a special VFR flight in a control zone in a flight visibility of less than 10 km except on a route or in an aerodrome traffic zone notified for the purpose of this sub-paragraph;

(iii) out of sight of the surface; and

(d) he shall not fly as pilot in command of such an aeroplane at night unless —

(i) his licence includes a night rating (aeroplanes); and

(ii) his licence includes an instrument rating (aeroplanes) or he has within the immediately preceding 13 months carried out as pilot in command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun was not less than 12° below the horizon;

(e) he shall not unless his licence includes an instrument rating (aeroplanes) fly as pilot in command or co-pilot of such an aeroplane in airspace notified for the purposes of this Schedule —

(i) in conditions such that he cannot comply with the specified minimum weather provisions; or

(ii) in circumstances which require compliance with the Instrument Flight Rules.

Private Pilot's Licence (Microlight) Group D

Minimum age — 17 years

No Maximum period of validity

Ground course and flight qualifications —

To qualify for a licence, a candidate must go through ground examinations and flight tests for private pilot's licence except that Group D Restricted private pilot's licence may be gained after 15 hours flying in microlights, including not less than 7 hours solo.

Privileges and Restrictions.

This restricted licence includes operational limitations for flight within Ghana which are summarised below —

1. No person other than a qualified flying instructor shall be carried in the aeroplane until the pilot has gained a minimum of 25 hours experience, including not less than 10 hours as pilot-in-command.

2. No flight shall commence or continue unless —

(a) the surface wind speed is less than 15 knots;

(b) there is no cloud below 1,000ft, above ground level over the takeoff site; and

(c) the flight can be conducted in a flight visibility of not less than 5 nautical miles.

3. The aeroplane shall not fly further than 8 nautical miles from the take-off site.

4. No flight shall commence or continue at night.

5. The aeroplane shall not fly over any congested area, city, town or settlement.

6. Microlight pilot shall obey all Rules of the Air and follow Air Traffic Control procedures and abide by these Regulations.

Commercial Pilot's Licence (Aeroplanes)

Minimum Age 18 years

Maximum Period of Validity — 10 years

Privileges —

(1) The holder of the licence shall be entitled to exercise the privileges of a private pilot's licence (aeroplanes) which includes an instrument meteorological conditions rating (aeroplanes) and a night rating (aeroplanes) and shall be entitled to fly as pilot in command of an aeroplane —

(a) on a special VFR flight notwithstanding that the flight visibility is less than 3km; and

(b) when the aeroplane is taking off or landing at any place notwithstanding that the flight visibility below cloud is less than 1800 metres.

2. He shall be entitled to fly as pilot in command of an aeroplane of a type specified in Part 1 of the aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever provided that —

(a) he shall not, unless his licence includes an instrument rating (aeroplanes) fly such an aeroplane on any scheduled journey;

(b) he shall not fly such an aeroplane at night unless his licence includes an instrument rating (aeroplanes) or he has within the immediately preceding 13 months carried out as pilot in command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun was not less than 12° below the horizon;

(c) he shall not, unless his licence includes an instrument rating (aeroplanes) fly and such aeroplane of which the maximum total weight authorised exceeds 2300 kg. on any flight for the purpose of Public transport, except a flight beginning and ending at the same aerodrome and not extending beyond 25 nautical miles from that aerodrome.

(d) he shall not fly such an aeroplane on any flight for the purpose of public transport after he attains the age of 60 years;

(e) he shall not unless his licence includes an instrument rating (aeroplanes) fly as pilot in command or co-pilot of such an aeroplane flying in airspace notified for the purposes of this Schedule—

(i) in conditions such that he cannot comply with the specified minimum weather provisions; or

(ii) in circumstances which require compliance with the Instrument Flight Rules.

(3) He shall be entitled to fly as pilot in command of an aeroplane of a type specified in any flying instructor's rating or assistant flying instructor's rating included in the licence on a flight for the purpose of aerial work which consists of —

(a) the giving of instruction in flying; or

(b) the conducting of flying tests for the purposes of these Regulations; and

in either case in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members provided that he shall not be entitled to exercise privileges contained in this paragraph other than in an aeroplane which he is entitled to fly as pilot in command on a private flight, an aerial work flight or a public transport flight pursuant to the privileges set out in paragraph (1) or (2).

(4) He shall be entitled to fly as co-pilot of any aeroplane of a type specified in the aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever.

Airline Transport Pilot's Licence (aeroplanes)

Minimum Age — 21 years

Maximum Period of Validity — 10 years

Privileges —

The holder of the licence shall be entitled to exercise the privileges of a Commercial pilot's licence (aeroplanes) except that the privileges specified in paragraph 2 (d) shall not apply and the holder of the licence shall not at any time after he attains the age of 60 years act as pilot in command or co-pilot of any aeroplane for the purpose of public transport.

*2 HELICOPTER AND GYROPLANE PILOTS

PRIVATE PILOT'S LICENCE (HELICOPTER AND GYROPLANES)

Minimum Age — 17 years

No Maximum Period of Validity

Privileges —

The holder of the licence shall be entitled to fly as pilot in command or co-pilot of a helicopter or a gyroplane of any of the types specified in the aircraft rating included in the licence:

Privileges —

1. (1) the holder of the licence —

(a) shall not fly such a helicopter or gyroplane for the purpose of public transport or aerial work other than aerial work which consists of —

(i) the giving of instruction in flying if his licence includes a flying instructor's rating or an assistant flying instructor's rating; or

(ii) the conducting of flying tests for the purposes of these Regulations in either case in a helicopter or gyroplane owned, or operated under arrangements entered into by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members;

(b) shall not received any remuneration for his services as a pilot or a flight other than remuneration for the giving of such instruction or the conducting of such flying testers as are specified in paragraph (a) of this proviso;

(c) shall not fly as pilot in command of such a gyroplane at night unless his licence includes a night rating (helicopters and gyroplanes) and he has within the immediately preceding 13 months carried out as pilot in command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun was not less than 12° below the horizon;

(d) shall not fly as pilot in command of such a helicopter at night unless —

(i) his licence includes a night rating (helicopters and gyroplanes); and

(ii) his licence includes an instrument rating (helicopters) or he has within the immediately preceding 13 months carried out as pilot in command not less than 5 flights, each consisting of a take-off, a transition from hover to forward flight, a climb to at least 500 ft. and a landing, at a time when the depression of the centre of the sun was not less than 12° below horizon.

(e) shall not unless his licence includes an instrument rating (helicopters) fly as pilot in command or co-pilot of such a helicopter flying in airspace notified for the purposes of this Schedule —

(i) in conditions such that he cannot comply with the specified minimum weather provisions; or

(ii) in circumstances which require compliance with the Instrument Flight Rules.

COMMERCIAL PILOT'S LICENCE (HELICOPTER AND GYROPLANES)

Minimum Age — 18 years

Maximum Period of Validity — 10 years

(1) The holder of the licence shall be entitled to exercise the privileges of a private pilot's licence (Helicopters and Gyroplanes) which includes a night rating (helicopters and gyroplanes).

(2) The holder of the licence shall be entitled to fly as pilot in command of any helicopter or gyroplane specified in Part I of the aircraft rating included in the licence when the helicopter or gyroplane is engaged on a flight for any purpose whatsoever provided that —

(a) he shall not, unless his licence includes an instrument rating (helicopters), fly such a helicopter on any scheduled journey or on any flight for the purpose of public transport in conditions such that the helicopter cannot comply with the specified minimum weather provisions;

(b) he shall not fly such a gyroplane at night unless he has within the immediately preceding 13 months carried out as pilot in command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun was not less than 12° below the horizon;

(c) he shall not fly such a helicopter at night unless his licence includes an instrument rating (helicopters) or he has within the immediately preceding 13 months carried out as pilot in command not less than 5 flights each consisting of a take-off, a transition from hover to forward flight, a climb to at least 500 ft. and a landing, at a time when the depression of the centre of the sun was not less than 12° below the horizon;

(d) he shall not fly such a helicopter or gyroplane on any flight for the purpose of public transport after he attains the age of 60 years; and

(e) he shall not unless his licence includes an instrument rating (helicopters) fly as pilot in command or co-pilot of such a helicopter flying in airspace notified for the purposes of this Schedule —

(i) in conditions such that he cannot comply with the specified minimum weather provisions; or

(ii) in circumstances which require compliance with the Instrument Flight Rules.

(3) The holder of the licence shall be entitled to fly as co-pilot of any helicopter or gyroplane specified in the aircraft rating included in the licence when a helicopter or gyroplane is engaged on a flight for any purpose whatsoever.

Airline Transport Pilot's Licence (Helicopters and Gyroplanes)

Minimum Age — 21 years

Maximum Period of Validity — 10 years.

Privileges—

The holder of the licence shall be entitled to exercise the privileges of a commercial pilot's licence (Helicopters and Gyroplanes) except that proviso (b) to paragraph (2) of those privileges shall not apply and the holder of the licence shall not at any time after he attains the age of 60 years act as pilot in command or co-pilot of any helicopter or gyroplane for the purpose of public transport.

3. BALLOON AND AIRSHIP PILOTS

PRIVATE PILOT'S LICENCE (BALLONS AND AIRSHIPS)

Minimum Age — 17 years

No Maximum Period of Validity

Privileges —

The holder of the licence shall be entitled to fly as pilot in command of any type of balloon or airship specified in Part 1 of the aircraft rating included in the licence and co-pilot of any type of balloon or airship specified in such aircraft rating provided that —

(a) he shall not fly such a balloon or airship for the purpose of public transport or aerial work, other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests in either case in a balloon or airship owned, or operated under arrangements entered into by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members;

(b) he shall not receive any remuneration for his services as a pilot on a flight other than remuneration for the giving of such instruction or the conducting of such flying tests as specified in paragraph (a); and

(c) he shall not fly such a balloon unless he has within the immediately preceding 13 months carried out as pilot in command in a free balloon 5 flights each of not less than 5 minutes duration.

COMMERCIAL PILOT'S LICENCE (BALLONS)

Minimum Age — 18 years

Maximum Period of Validity — 10 years

Privileges —

(1) The holder of the licence shall be entitled to exercise the privileges of a private pilot's licence (Balloons and Airships)

(2) He shall be entitled to fly, when the balloon is flying for any purpose whatsoever, as pilot, in command or co-pilot of any type of balloon specified in the aircraft rating in the licence.

The holder of the licence shall not act as pilot in command on a flight for the purpose of the public transport of passengers unless he has within the immediately preceding 90 days carried out as pilot in command in a free balloon 3 flights each of not less than 5 minutes duration.

COMMERCIAL PILOT'S LICENCE (AIRSHIPS)

Minimum Age — 18 years

Maximum Period of Validity — 10 years.

Privileges —

(1) The holder of the licence shall be entitled to exercise the privileges of private pilot's licence (balloons and airships)

(2) The holder of the licence shall be entitled to fly, when the airship is flying for any purpose whatsoever, as a pilot in command of any type of airship specified in Part 1 of the aircraft rating included in the licence and as co-pilot of any type of airship specified in such aircraft rating.

4. GLIDER PILOTS

COMMERCIAL PILOT'S LICENCE (gliders)

Minimum Age — 18 years

Maximum Period of Validity — 10 years

Privileges —

The holder of the licence shall be entitled to fly for any purpose as pilot in command or co-pilot of —

(a) any glider of which the maximum total weight authorised does not exceed 680 kg;

(b) any glider of which the maximum total weight authorised exceeds 680 kg and which is of a type specified in rating included in the licence.

5. OTHER FLIGHT CREW

Flight Navigator's Licence

Minimum Age — 21 years

Maximum Period of Validity — 10 years

Privileges —

The holder of the licence shall be entitled to act as flight navigator in any aircraft.

Flight Engineer's Licence

Minimum Age — 21 years

Maximum Period of Validity — 10 years

Privileges —

The holder of the licence shall be entitled to act as flight engineer in any type of aircraft specified in the aircraft rating included in the licence.

FLIGHT RADIOTELEPHONY OPERATOR'S GENERAL LICENCE

Minimum Age — 18 years

Maximum Period of Validity — 10 years

Privileges —

The holder of the licence shall be entitled to operate radiotelephony apparatus in any aircraft.

FLIGHT RADIOTELEPHONY OPERATOR'S RESTRICTED LICENCE

Minimum Age — 17 years

Maximum Period of Validity — 10 years

Privileges —

The holder of the licence shall be entitled to operate radiotelephony apparatus in any aircraft if the stability of the frequency radiated by the transmitter is maintained automatically but shall not be entitled to operate the transmitter, or to adjust its frequency, except by the use of external switching devices.

FLIGHT RADIOTELEGRAPHY OPERATOR'S LICENCE

Minimum Age — 20 years

Maximum Period of Validity — 12 months

Privileges —

The holder of the licence shall be entitled to operate radiotelegraphy and radiotelephony apparatus in any aircraft:

FLIGHT RADIOTELEGRAPHY OPERATOR'S TEMPORARY LICENCE

Minimum Age — 18 years

Minimum Period of Validity — 12 months

Privileges —

The holder of the licence shall be entitled to operate radiotelegraphy and radiotelephony apparatus in any aircraft under the supervision of a person who is the holder of a flight radiotelegraphy operator's licence.

PART B—RATINGS

1. The following ratings may be included in a pilot's licence granted under Part IV of these Regulations and subject to the provisions of these Regulations and of the licence, the inclusion of a rating in a licence shall have the consequences respectively specified as follows —

Aircraft Ratings: The licence shall entitle the holder to act as pilot in respect of the types of licences specified in the aircraft rating and different types of aircraft may be specified in respect of different privileges of a licence.

Instrument Meteorological Conditions Rating (Aeroplanes) shall entitle the holder of a private pilot's licence (aeroplanes) or a basic commercial pilot's licence (aeroplanes) to fly as pilot in command of an aeroplane without being subject to the restrictions contained in proviso (1) (c) to the privileges of such licences set out in Part A of this Schedule provided that he shall not fly —

(a) on a special VFR flight in a control zone in a flight visibility of less than 3 km;

(b) when the aeroplane is taking off or landing at any place if the flight visibility below cloud is less than 1800 metres.

Instrument Rating (aeroplanes) shall entitle the holder of the licence to act as pilot in command or co-pilot of an aeroplane flying in airspace notified for the purposes of this Schedule either in conditions such that he cannot comply with the specified minimum weather provisions or in circumstances which require compliance with the Instrument Flight Rules.

Instrument Rating (Helicopters) shall entitle the holder of the licence to act as pilot in command or co-pilot of a helicopter flying in airspace notified for the purposes of this Schedule either in conditions such that he cannot comply with the specified minimum weather provisions or in circumstances which require compliance with the Instrument Flight Rules.

Night Rating (Aeroplanes) shall entitle the holder of a private pilot's licence (Aeroplanes) or a basic commercial pilot's licence (aeroplanes) to act as pilot in command of an aeroplane at night.

Night Rating (Helicopters and Gyroplanes) shall entitle the holder of a private pilot's licence (helicopters and gyroplanes) to act as pilot in command of a helicopter or gyroplane at night.

Towing Rating (Flying Machines) shall entitle the holder of the licence to act as pilot of a flying machine while towing a glider in flight for the purposes of public transport or aerial work.

Flying Instructor's Rating shall entitle the holder of the licence to give instruction in flying aircraft of such types as may be specified in the rating for that purpose.

Assistant Flying Instructor's Rating shall entitle the holder of the licence to give instruction in flying aircraft of such types as may be specified in the rating for that purpose provided that —

(a) such instruction shall only be given under the supervision of a person present during the take-off and landing at the aerodrome at which the instruction is to begin and end and holding a pilot's licence endorsed with a flying instructor's rating; and

(b) an assistant flying instructor's rating shall not entitle the holder of the licence to give directions to the person undergoing instructions in respect of the performance by that person of —

(i) his first solo flight;

(ii) his first solo flight by night;

(iii) his first solo cross country flight otherwise than by night; or

(iv) his first solo cross country flight by night.

2. An aircraft rating included in a flight engineer's licence shall entitle the holder of the licence to act as flight engineer only of aircraft of a type specified in the aircraft rating.

3. For the purpose of this Schedule —

"Cross-country flight" means any flight during the course of which the aircraft is more than 3 nautical miles from the aerodrome of departure.

"Solo Flight" means a flight on which the pilot of the aircraft is not accompanied by a person holding a pilot's licence granted or rendered valid under these Regulations.

PART C—CERTIFICATE OF TEST OR EXPERIENCE

1. (a) A certificate of test or a certificate of experience required by regulation 20(2) of these Regulations shall not be appropriate to the functions to be performed on a flight unless it is a certificate appropriate to the description of the flight according to the following Table —

Case	Class of Licence	Description of Certificate Required
A	Private Pilot's Licence (aeroplanes)	Any flight within the privileges of the licence
	Certificate of test	
	Private Pilot's Licence (helicopters and gyroplanes)	of experience
B	Basic Commercial Pilot's Licence (aeroplanes)	Carriage of passengers on a flight in respect of which
		Certificate of test

Commercial Pilot's Licence (aeroplanes) the holder of the licence
receives remuneration

Commercial Pilot's Licence (helicopters
and gyroplanes)

Commercial Pilot's Licence (balloons)

Commercial Pilot's Licence (gliders)

Commercial Pilot's Licence (airships)

Airline Transport Pilot's Licence (aeroplanes)

Airline Transport Pilot's Licence (helicopters and (gyroplanes)

C

Basic Commercial Pilot's Licence (aeroplanes) For public transport Certificate
of test

Commercial Pilot's Licence (aeroplanes)

Commercial Pilot's Licence (helicopters) and gyroplanes

Commercial Pilot's Licence (balloons)

Commercial Pilot's Licence (gliders)

Commercial Pilot's Licence (airships)

Airline Transport Pilot's Licence (aeroplanes)

Airline Transport Pilot's Licence (helicopters and gyroplanes)

D	Basic Commercial Pilot's Licence (aeroplanes)	For aerial work	Certificate
of test or			

Commercial Pilot's Licence (aeroplanes)	certificate of experience
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Commercial Pilot's Licence (helicopters and
gyroplanes)

Commercial Pilot's Licence (balloons)

Commercial Pilot's Licence (gliders)

Commercial Pilot's Licence (airships)

Airline Transport Pilot's Licence (aeroplanes)

Airline Transport Pilot's Licence (helicopters and
gyroplanes)

Case	Class of Licence	Description of Flight	Certificate Required
E	Basic Commercial Pilot's Licence (aeroplanes)	Any flight within the	Certificate of test
or certificate	of experience		

Commercial Pilot's Licence (aeroplanes)	privileges of a Private
Pilot's Licence	

Commercial Pilot's Licence (helicopters and gyroplanes)

Commercial Pilot's Licence (balloons)

Commercial Pilot's Licence (gliders)

Commercial Pilot's Licence (airships)

Airline Transport Pilot's Licence (Aeroplanes)

Airline Transport Pilot's Licence (helicopters and gyroplanes)

F Flight Navigator's Licence Flights to which regulation 18(4) of these Regulations applies
Certificate of experience

G Flight Engineer's Licence For public transport Certificate of test

H Flight Engineer's Licence Any flight other than Certificate of test or certificate of
for public transport experience

(b) For the purposes of this Part of this Schedule references to cases are references to the cases indicated in the first Column of the Table in paragraph 1(a) of this Part of this Schedule.

Certificate of Test

2. A certificate of test required by regulation 20(2) of these Regulations shall be signed by a person authorised by the Authority to sign certificates of this kind and shall certify the following particulars —

(a) the functions to which the certificate relates;

(b) that the person signing the certificate is satisfied that on the date specified in the certificate the holder of the licence or personal flying logbook of which the certificate forms part, as the case may be, passed an appropriate test to his ability to perform the functions to which the certificate relates;

(c) the type of aircraft or flight simulator in or by means of which the test was conducted; and

(d) the date on which it was signed.

Nature of Test.

3. The appropriate test referred to in paragraph 2 of this Part of this Schedule shall be —

(a) in case of a test which entitles the holder of the licence of which the certificate forms part to act as pilot in command and or co-pilot of aircraft of the type specified in the certificate, a test of the pilot's competence to fly the aircraft as pilot in command and or co-pilot and shall where the Authority so specifies in respect of the whole part of a test be conducted in an aircraft in flight or by means of a flight simulator approved by the Authority;

(b) in case of a test which entitles the holder of the licence of which the certificate forms part to act as flight engineer of aircraft of the type specified in the certificate, a test of the flight engineer's competence to perform the duties of a flight engineer in the type of aircraft to be used on the flight and shall, where the Authority so specifies in respect of the whole or part of the test, be conducted in an aircraft in flight or by means of a flight simulator approved by the Authority;

(c) in the case of a test which entitles the holder of the licence of which the certificate forms part to perform the functions to which an Instrument Rating relates a test of his ability to perform the functions to which the rating relates and shall, where the Authority so specifies in respect of the whole or part of the test, be conducted in an aircraft in flight or by means of flight simulator approved by the Authority;

(d) in the case of a test which entitles the holder of the licence of which the certificate forms part to perform the functions to which a flying instructor's rating, or an instrument meteorological conditions rating relates, or a test of his ability to perform the functions to which the rating relates and shall where the Authority so specifies in respect of the whole part of the test be conducted in an aircraft in flight.

Period of Validity of Certificate of Test

4. (a) A certificate of test required by regulation 20(5)(d) of these Regulations in respect of a commercial pilot's licence (balloons) shall not be valid in relation to a flight made more than 13 months after the date of the test which it certifies and in respect of any other licence shall not be valid in relation to a flight made more than 13 months in Cases A, B, E and H or more than 6 months in Cases C, D, and G, after the date of the test which it certifies except that in the case of Cases C, D and G2 certificates of tests shall together be deemed to constitute a valid certificate of test if they certify flying tests conducted on 2 occasions within the period of 13 months preceding the flight on which the functions are to be performed, such occasions being separated by an interval of not less than 4 months, and if both certificates are appropriate to those functions.

(b) A certificate of test required by regulation 20(5)(e) of these Regulations shall not be valid in relation to a flight made more than 13 months in the case of an instrument rating (aeroplanes) an instrument rating (helicopters) and an assistant flying instructor's rating or more than 25 months in the case of an instrument meteorological conditions rating (aeroplanes) and a flying instructor's rating, after the date of the test which it certifies.

Certificate of Experience

5. A certificate of experience required by regulation 20(5)(d) of these Regulations shall be signed by a person authorised by the Authority to sign such a certificate and shall certify the following particulars —

(a) the functions to which the certificate relates;

(b) in the case of a pilot or flight engineer, that on the date on which the certificate was signed the holder of the licence or personal flying log book of which it forms part, as the case may be, produced his personal flying log book to the person signing the certificate and satisfied him that he had appropriate experience in the capacity to which his licence relates within the appropriate period specified in paragraph 6 of this Part of this Schedule;

(c) in the case of a flight navigator that on the date on which the certificate was signed and the holder of the licence of which it forms part produced his navigation logs, charts and workings of astronomical observations to the person signing the certificate and satisfied him that he had appropriate experience in the capacity to which the licence relates within the appropriate period specified in paragraph 6 of this Part of this Schedule;

(d) in the case of a pilot or flight engineer the type or types of aircraft in which the experience was gained; and

(e) the date on which it was signed.

Period of Experience

6. A certificate of experience shall not be valid unless the experience was gained within the period of 13 months preceding the signing of the certificate in the case of Cases A, E, F and H or 6 months preceding the signing of the certificate in the case of Case D.

Period of Validity of Certificate of Experience

7. A certificate of experience in respect of a Commercial pilot's licence (balloons) shall not be valid more than 13 months after it was signed and in respect of any other licence shall not be valid more than 6 months after it was signed for case D nor more than 13 months after it was signed for any other case.

CAR Sched. 10

SCHEDULE 10

(Regulation 25)

PUBLIC TRANSPORT — OPERATIONAL REQUIREMENT

PART A — OPERATIONS MANUAL

1. (1) Information and instructions relating to the following matters shall be included in the operations manual referred to in regulation 25(2) —

- (a) the number of the crew to be carried in the aircraft, on each stage of any route to be flown, and the respective capacities in which they are to act and instructions as to the order and circumstances in which command is to be assumed by members of the crew;
- (b) the respective duties of each member of the crew and the other members of the operating staff;
- (c) the particulars referred to in regulation 55;
- (d) such technical particulars concerning the aircraft, its engines and equipment and concerning the performance of the aircraft as may be necessary to enable the flight crew of the aircraft to perform their respective duties;
- (e) the manner in which the quantities of fuel and oil to be carried by the aircraft are to be computed and records of fuel and oil carried and consumed on each stage of the route to be flown are to be maintained; the instructions shall take account of all circumstances likely to be encountered on the flight including the possibility of failure of one or more of the aircraft engines;
- (f) the manner in which the quantity, if any, of oxygen and oxygen equipment to be carried in the aircraft for the purpose of complying with scale K in Schedule 5 is to be computed;
- (g) the check system to be followed by the crew of the aircraft prior to and on take-off, on landing and in an emergency, so as to ensure that the operating procedures contained in the operations manual and the flight manual or performance schedule forming part of the relevant certificate of airworthiness are complied with;
- (h) the circumstances in which a radio watch is to be maintained;
- (i) the circumstances in which oxygen is to be used by the crew of the aircraft, and by passengers;
- (j) communication, navigational aids, aerodromes, local regulations, in-flight procedures, approach and landing procedures and such other information as the operator may deem necessary for the proper conduct of flight operations; the information referred to in this paragraph shall be contained in a route guide, which may be in the form of a separate volume;
- (k) the reporting in flight to the notified authorities of meteorological observations;
- (l) the minimum altitudes for safe flight on each stage of the route to be flown and any planned diversion therefrom, such minimum altitudes being not lower than any which may be applicable under the law of the Republic of Ghana or of the countries whose territory is to be flown over;
- (m) the particulars referred to in regulation 30 of these Regulations;
- (n) emergency flight procedures including procedures for the instruction of passengers in the position and use of emergency equipment and procedures to be adopted when the commander of the aircraft becomes aware that another aircraft or a vessel is in distress and needs assistance;
- (o) in case of an aircraft intended to fly at an altitude of more than 49,000ft. the procedures for the use of cosmic radiation detection equipment;
- (p) the labelling and marking of dangerous goods, the manner in which they must be loaded on or suspected beneath an aircraft, the responsibilities of members of the crew in respect of the carriage

of dangerous goods and the action to be taken in the event of emergencies arising involving dangerous goods;

(q) such particulars of any permission granted to the operator pursuant to regulation 14 of these Regulations as may be necessary to enable the commander of the aircraft to determine whether he can comply with regulation 32 (1)(b) of these Regulations;

except that in relation to any flight which is not one of a series of flights between the same two places it shall be sufficient if, to the extent that it is not practicable to comply with paragraph (k) and (l), the manual contains such information and instructions as will enable the equivalent data to be ascertained before take-off.

PART B — CREW TRAINING AND TESTS (Regulations 27 (2))

1. (1) The training experience, practice and periodical tests required under regulation 27(2) in the case of members of the crew of an aircraft engaged on a flight for the purpose of public transport shall be as follows —

The Crew

(2) Every member of the crew shall —

(a) have been tested within the relevant period by or on behalf of the operator as to his knowledge of the use of the emergency and life saving equipment required to be carried in the aircraft on the flight; and

(b) have practised within the relevant period under the supervision of the operator or of a person appointed by him for the purpose, the carrying out of the duties required of him in case of an emergency occurring to the aircraft, either in an aircraft of the type to be used on the flight or in apparatus approved by the Authority for the purpose and controlled by persons so approved.

2. Pilots

(1) Every pilot included in the flight crew who is intended by the operator to fly as a pilot in circumstances requiring compliance with Instrument Flight Rules shall within the relevant period have been tested by or on behalf of the operator —

(a) as to his competence to perform his duties while executing normal manoeuvres and procedures in flight, in an aircraft of the type to be used on the flight, including the use of the instruments and equipment provided in the aircraft or approved flight simulator; and

(b) as to his competence to perform the duties in instrument flight conditions while executing emergency manoeuvres and procedures in flight, in an aircraft of the type to be used on the flight including the use of the instrument and equipment provided in the aircraft or approved flight simulator.

(2) A pilot's ability to carry out normal manoeuvres and procedures shall be tested in the aircraft in flight.

(3) The other tests required by this paragraph may be conducted either in the aircraft in flight or under the supervision of a person approved by the Authority for the purpose by means of a flight

simulator approved by the Authority. Tests specified in sub-paragraph 2 (1)(b) of this paragraph when conducted in the aircraft in flight shall be carried out either in actual instrument flight conditions or in instrument flight conditions simulated by means approved by the Authority.

(4) Every pilot included in flight crew whose licence does not include an instrument rating or who, notwithstanding the inclusion of such a rating in his licence, is not intended by the operator to fly in circumstances requiring compliance with the Instrument Flight Rules, shall within the relevant period have been tested, by or on behalf of the operator in flight in an aircraft of the type to be used on the flight —

- (a) as to his competence to act as pilot thereof, while executing manoeuvres and procedures; and
- (b) as to his competence to act as pilot thereof, while executing emergency manoeuvres and procedures.

(5) Every pilot included in the flight crew who is seated at the flying controls during take-off or landing shall within the relevant period —

(a) have been tested as to his proficiency in using instrument approach to land systems of the type in use at the aerodromes of intended landing and at any alternate aerodromes, such test being carried out either in flight in instrument flight conditions or in instrument flight conditions simulated by means approved by the Authority or under the supervision of a person approved by the Authority for the purpose by means of a flight simulator approved by the Authority; and

(b) have carried out when seated at the flying controls not less than 3 take-offs and 3 landings in aircraft of the type to be used on the flight.

3. Flight Engineers

(1) Every Flight Engineer included in the flight crew shall within the relevant period have been tested by or on behalf of the operator —

(a) as to his competence to perform his duties while executing normal procedures in flight, in an aircraft of the type to be used in flight; and

(b) as to his competence to perform his duties while executing emergency procedures in flight in an aircraft of the type to be used on the flight.

(2) A flight engineer's ability to carry out normal procedures shall be tested in an aircraft in flight. The other test required by this sub-paragraph may be conducted either in the aircraft in flight or under supervision of a person approved by the Authority for the purpose by means of a flight simulator approved by the Authority.

4. Flight Navigators and Flight Radio Operators

(1) Every flight navigator and flight radio operator whose inclusion in the flight crew is required under regulation 18(4) and (5) respectively shall within the relevant period have been tested by or on behalf of the operator, as to his competence to perform his duties in conditions corresponding to those likely to be encountered on the flight —

(a) in the case of a flight navigator, using equipment of the type to be used in the aircraft on the flight for purposes of navigation; and

(b) in the case of a flight radio operator using radio equipment of the type installed in the aircraft to be used on the flight, and including a test of his ability to carry out emergency procedures.

5. Aircraft Commanders

(1) The pilot designated as commander of the aircraft for the flight shall within the relevant period —

(a) have demonstrated to the satisfaction of the operator that he has adequate knowledge of the route to be taken, the aerodrome of take-off and landing, and any alternate aerodromes including in particular his knowledge of—

(i) the terrain;

(ii) the seasonal meteorological conditions;

(iii) the meteorological communications, and the air traffic facilities services and procedures;

(iv) the search and rescue procedures; and

(v) the navigational facilities;

(b) have been tested as to his proficiency in using instrument approach-to-land systems of the type in use at the aerodromes of intended landing and any alternate aerodromes, such test being carried out either in flight in instrument flight conditions simulated by means approved by the Authority for the purpose by means of apparatus so approved in which flight conditions are simulated or under the supervision of a person approved by the Authority flight conditions are simulated on the ground;

(c) have carried out as pilot in command not less than three take-offs and three landings in aircraft of the type to be used on the flights.

2. In determining whether a pilot's knowledge of the matters referred to in sub-paragraph (a)(i) is sufficient to render him competent to perform the duties of aircraft commander on the flight, the operator shall take into account the pilot's flying experience in conjunction with the following —

(a) the experience of other members of the intended flight crew;

(b) the influence of terrain and obstructions on departure and approach procedures at the aerodromes of take-off and intended landing and at alternate aerodromes;

(c) the similarity of the instrument approach procedures and let down aids to those with which the pilot is familiar;

(c) the dimensions of runways which may be used in the course of the flight in relation to the performance limits of aircraft of the type to be used on the flight;

(e) the reliability of meteorological forecasts and the probability of difficult meteorological conditions in areas to be traversed;

- (f) the adequacy of the information available regarding the aerodrome of intended landing and any alternate aerodromes;
- (g) the nature of air traffic control procedures and familiarity of the pilot with such procedures;
- (h) the influence of terrain on route conditions and the extent of the assistance obtainable en route from navigational aids and air-to-ground communication facilities; and
- (i) the extent to which it is possible for the pilot to become familiar with unusual aerodrome procedures and features of the route by means of ground instruction and training devices.

(3) For the purposes of this paragraph —

"instrument flight conditions" means weather conditions such that the pilot is unable to fly by visual reference to objects outside the aircraft;

"relevant period" means a period which immediately preceding the commencement of the flight, being a period —

(a) in the case of sub-paragraph 2 (5)(b) and 5 (1)(c) of this Part, of 3 months.

(b) in the case of sub-paragraph, 2 (1)(b); 2 (4)(b), 2(5)(a) and 3 (1)(b) of this paragraph, of 6 months;

(c) in the case of sub-paragraphs 1; 2(1)(a); 2 (4)(a), 3 (1)(a); 4 and 5 (1) of this paragraph of 13 months;

provided that —

(i) a pilot of the aircraft to whom sub-paragraph 2 (1)(b); 2 (4)(b); 2 (5)(a);

and any flight engineer of the aircraft to whom the provisions of sub-paragraph (3)(b) of this paragraph apply shall for the purposes of the flight be deemed to have complied with such requirements respectively within the relevant period if he has qualified to perform his duties in accordance therewith on 2 occasions within the period of 13 months immediately preceding the flight, such occasions being separated by an interval of not less than 4 months;

(ii) the requirements of sub-paragraph 5 (1) of this part shall be deemed to have been complied with within the relevant period by a pilot designated as commander of the aircraft for the flight if, having become qualified so to act on flights between the same places over the same route more than 13 months before commencement of the flight, he has within the period of 13 months immediately preceding the flight flown as pilot of an aircraft between those places over that route.

(4) The records required to be maintained by an operator under regulation 27 (2) shall be accurate and up-to-date records so kept to, show, on any date, in relation to each person who has during the period of 2 years immediately preceding that date flown as a member of the crew of a public transport aircraft operated by that operator, and such records shall indicate —

(a) the date and particulars of each test required by this Schedule undergone by that person during the said period including the name and qualifications of the examiner;

(b) the date upon which that person last practised the carrying out of duties referred to in paragraph 1 (1)(b) of this Schedule;

(c) the operator's conclusions based on each such test and practice as to that person's competence to perform his duties;

(d) the date and particulars of any decision taken by the operator during the said period in pursuance of paragraph 5 (1)(a)(i) of this Schedule including particulars of the evidence upon which that decision was based.

(5) The operator shall whenever called upon to do so by any authorised person produce for the inspection of any person so authorised all records referred to in the preceding sub-paragraph and furnish to any such person all such information as he may require in connection with any such records and produce for his inspection all log books, certificates, papers and other documents whatsoever which he may reasonably require to see for the purpose of determining whether such records are complete or of verifying the accuracy of their contents.

(6) The operator shall at the request of any person in respect of whom he is required to keep records supply to that person, or to any operator of aircraft for the purpose of public transport by whom that person may subsequently be employed, particulars of any qualifications in accordance with this Schedule obtained by such person whilst in his service.

PART C—TRAINING MANUAL (Regulation 26 (2))

(1) The following information and instructions in relation to the training experience, practice and periodical tests required under regulation 26(2) shall be included in the training manual referred to in regulation 26(2).

(a) the manner in which the training practice and periodical tests required under regulation 26(2) and specified in Part B of Schedule 10 of these Regulations are to be carried out, specifying —

(i) the minimum qualifications and experience which the operator requires of persons appointed by him to give or to supervise the said training, practice and periodical tests;

(ii) the type of training practice and periodical tests which each such person is appointed to give or to supervise; and

(iii) the type of aircraft in respect of which each such person is appointed to give or to supervise the said training practice and periodical tests;

(b) the minimum qualification and experience required of each member of the crew undergoing the training, practice and periodical tests;

(c) the syllabus for, and specimen forms for recording, the training, practice and periodical tests;

(d) the manner in which instrument flight conditions and engine failure are to be simulated in the aircraft in flight;

(e) the extent to which the training and testing is permitted in the course of flights for the purpose of public transport; and

(f) the use of apparatus to be made in the training and testing approved for the purpose by the Authority.

SCHEDULE 11

(Regulation 70)

Air Traffic Controllers —Ratings

1. (1) The holder of a licence which includes rating 2 or more of the classes specified in paragraph 2 of this Schedule shall not at any one time perform the functions specified in respect of more than one of those ratings provided that the functions of any one of the following groups of ratings may be exercised at the same time —

(a) the aerodrome control rating and approach control rating;

(b) the approach control rating and the approach radar control rating, except that the functions of the approach control rating shall not be exercised at the same time as the functions of the approach radar control rating if the service being provided under the latter is a surveillance radar approach terminating at a point less than 2 nautical miles from the point of intersection of the glide path with the runway; and

(c) the area control rating and the area radar control rating.

2. (1) Ratings of the following classes may be included in an air traffic controller's licence (other than a student air traffic controller's licence) granted under Regulation 71 and subject to the provisions of these regulations and of the licence, the inclusion of a rating in a licence shall have the consequences respectively specified as follows—

(a) aerodrome control rating shall entitle the holder of the licence, at any aerodrome for which the rating is valid, to provide air traffic control service (but not with any type of radar equipment for which a radar control rating is required under this paragraph) for any aircraft on the manoeuvring area or apron of that aerodrome or which is flying in, or in the vicinity of the aerodrome traffic zone by visual reference to the surface;

(b) approach control rating shall entitle the holder of the licence at any aerodrome for which the rating is valid, to provide air traffic control service (but not with any type of, radar equipment for which a radar control rating is required under this paragraph) for any aircraft which is flying in, or in the vicinity of the aerodrome traffic zone whether or not it is flying by visual reference to the surface;

(c) approach radar control rating shall entitle the holder of the licence, at any aerodrome for which the rating is valid, to provide air traffic control service with the aid of any type of surveillance radar equipment for which the rating is valid for any aircraft which is flying within 40 nautical miles of the aerodrome traffic zone whether or not it is flying by visual reference to the surface;

(d) precision approach radar control rating shall entitle the holder of the licence, at any aerodrome for which rating is valid, to provide air traffic control service with the aid of any type of precision approach radar equipment for which the rating is valid;

(e) area control rating shall entitle the holder of the licence at any place for which the rating is valid to provide an air traffic control service without the aid of any surveillance radar equipment;

(f) area radar control rating shall entitle the holder of the licence, at any place for which the rating is valid, to provide an air traffic control service with the aid of any type of surveillance radar equipment for which the rating is valid; and

(g) area radar control (aerodrome) rating shall entitle the holder of the licence at any aerodrome for which the rating is valid to provide air traffic control service with the aid of any type of surveillance radar equipment for which the rating is valid.

SCHEDULE 12

(Regulations 60 and 62)

DOCUMENTS TO BE CARRIED BY AIRCRAFT

REGISTERED IN GHANA

1. On a flight for the purpose of public transport —

Documents A, B, C, D, E, F, G, H and if the flight is international air navigation, documents G and I

2. On a flight for the purpose of aerial work —

Documents A, B, C, D, E, F, and if the flight is international air navigation documents G and I

3. On a flight, being international air navigation for a purpose other than public transport or aerial work —

Documents A, B, C, G and I

4. For the purpose of this Schedule —

"A" means the licence in force issued by the Authority in respect of the aircraft radio station installed in the aircraft, and the current telecommunication log book required by these Regulations;

"B" means the certificate of airworthiness in force in respect of the aircraft;

"C" means the licences of the members of the flight crew of the aircraft;

"D" means one copy of the load sheet, if any, required by Regulation 28 in respect of the flight;

"E" means copy of each certificate of maintenance review if any, in force in respect of the aircraft;

"F" means the technical log, if any, in which entries are required to be made under regulation 9(5);

"G" means the certificate of registration in force in respect of the aircraft;

"H" means the operations manual, if any, required by Regulation 25(2) (a)

(iii) to be carried on the flight; and

"I" means copy of the notified procedures to be followed by the pilot-in-command of an intercepted aircraft and the notified visual signals for use by intercepting and intercepted aircraft.

5. For the purposes of this Schedule —

"International air navigation" means any flight which includes passage over the territory of any country other than Ghana.

EDWARD K. SALIA

MINISTER FOR TRANSPORT AND COMMUNICATIONS