



GHANA
CIVIL AVIATION AUTHORITY

ADVISORY CIRCULAR AC 05-004

TYPE ACCEPTANCE CERTIFICATES

SECTION 1 INTRODUCTION`

1.1 PURPOSE

This Circular provides background information and guidance with regard to an application for an aircraft Type Acceptance Certificate (TAC). The Type Acceptance Certificate is a document required under the GCAD 5.2.2 and describes the certification basis of a product acceptable to the GCAA. The TAC is a prerequisite for the issue of a Certificate of Airworthiness.

1.2 STATUS OF THIS ADVISORY CIRCULAR

The TAC serves three main purposes:

- a. To establish essential links between the GCAA and the Original Type Certificate holder for the product, ensuring that mandatory continued airworthiness data is secured by the GCAA; and
- b. To ensure that the GCAA has knowledge of the product including that of any special certification requirements; and
- c. To establish the arrangements between the GCAA and the applicable NAAs for mandatory and continued airworthiness data.

1.3 APPLICABILITY

Currently a TAC will be granted only for a complete aircraft\

SECTION 2 APPLICATION

2.1 DOCUMENTATION

The application for a Type Certificate for an aeronautical product should provide sufficient information for the GCAA to gain knowledge of the product to enable its effective regulatory oversight of the aircraft type. An application Form given in Appendix A to this Circular set's out the information required.

2.2 INFORMATION THAT SHOULD BE OBTAINED

It is the responsibility of the aircraft Type Certificate holder to make the application for a TAC. It should be noted that the Type Certificate Holder may not be the original aircraft manufacturer.

2.3 UNUSUAL CIRCUMSTANCES

The GCAA will need to establish a formal contact with the aircraft Type Certificate holder and the appropriate NAA. The owner/operator must provide the necessary contact details to the GCAA.

- 2) Aircraft, aircraft engines, propellers or appliances subjected to extreme stress, sudden stoppage, heat, major failure or accident.
- 3) Salvaged aircraft or aircraft components.

The storage time, storage conditions, or shelf life of surplus parts and materials are not usually known.

SECTION 3 RECOGNISED COUNTRIES

3.1

- a. Only aircraft that have been Type Certificated by a National Aviation Authority identified in GCAD5.2.3 as listed below are acceptable for the issue of a TAC.
 - Canada
 - Germany
 - France
 - Netherlands
 - United Kingdom
 - United States of America.

An aircraft type that is the subject of a TC issued by the European Aviation Safety Agency (EASA) is also eligible for a TAC.

- b. An aircraft designed in another State other than those in paragraph 3.1(a) are eligible for Ghana TAC if the Design Organisation holds a type certificate issued by any of the State in paragraph 3.1(a). In such instance the TAC will be issued on the basis of the Type Certificate issued by the recognised State.
- c. If an operator wishes to apply for Certificate of Airworthiness for an aircraft that does not meet the type certification requirement of 3.1(a) and 3.1(b) GCAA may delegate any of the States identified in 3.1(a) to conduct certification of the aircraft type on its behalf. The applicant will bear the cost of certification and any related costs.

3.2 The certification standards quoted at original Type Certification and any generated by subsequent Type Certification by a NAA referenced above are the certification standards that must be complied with.

3.3 The Type Design must be in compliance with ICAO Annex 16 Environmental Standards.

SECTION 4 INVESTIGATION

4.1 ELECTRONIC KIT

The investigation for the grant of a TAC will normally be associated with the process of aircraft registration. If it is determined that the application for a TAC cannot to be accepted any associated aircraft registration process will also be suspended.

4.2 DISCRETE ELECTRICAL & ELECTRONIC COMPONENT PARTS

The GCAA will review the application and associated documentation to ensure that the required information from the Type Certificate holder has been made available.

4.3 AIRCRAFT INSTRUMENTS

Type a Acceptance Familiarisation visit -In line with CAA policy, in response to the requirements of ICAO Annex 8 Airworthiness of Aircraft, a familiarisation visit is made where either GCAA has not had any recent contact with a manufacturer, type certificate holder, or national airworthiness authority of the State-of Design, or where the type has new or unusual features or a very recent certification basis. The visit is made by a Maintenance and an Avionics Inspector from GCAA to the type certificate holder and/or manufacturer if different.

This is an opportunity for GCAA to become familiar with the aircraft and the approval process and paperwork, as well as establishing contacts with the type certificate holder. GCAA has found it essential to have a good working relationship for technical queries and continuing airworthiness information.

In accordance with the Civil Aviation Charges Regulations any such work overseas must be paid for by the applicant, including travel and accommodation costs and expenses.

4.4

Training -Where a new aircraft type is being registered in Ghana, then training will be required to be provided to inspectors who will be involved in the approval and oversight of the aircraft for air transport operations by the Operator. This would include—

- a type-rating course for a flight operations inspector(s) for each type
- a type-rating course for a mechanical systems airworthiness inspector(s)
- a type-rating course for avionics systems airworthiness inspector(s)
- a type-rating course for cabin safety inspector(s)

This should be provided in advance of the aircraft entering into service. The operator shall be responsible for the cost of the training.

SECTION 5 ARRANGEMENTS WITH THE TYPE CERTIFICATE HOLDER & NAA

5.1 USED AND REPAIRED PARTS

Arrangements with the Type Certificate holder and the applicable NAA(s) for receipt by the GCAA of continued airworthiness data for the aircraft type must be established before a TAC can be issued. The continued airworthiness data would typically include the following, although the list is a guide only:

- a. A full listing of all the documents, which should be current and to the latest revision status.
- b. The Maintenance Schedule/Programme, including structural inspections.
- c. Instructions for continued airworthiness to include any design changes.
- d. A current list of Service Bulletins and Service Letters with ready access to the original documents.
- e. The Approved Flight Manual to include relevant supplements.
- f. The maintenance and inspection standards.
- g. Corrosion control standards and philosophy.
- h. Access to Airworthiness Directives and associated Bi-weekly listings.
- i. Master Minimum Equipment List (MMEL).
- j. Copy of the Type Certificate and Type Certificate Data sheet (TCDS).

SECTION 6 ISSUE OF A TYPE ACCEPTANCE CERTIFICATE

At the satisfactory conclusion of the investigation by GCAA and the recognition that acceptable arrangements are in place with the applicable NAA and the Type Certificate holder the GCAA will signify the acceptance of the Type Certificate approval by the issue of the associated Type Acceptance Certificate.

SECTION 7 TYPE CERTIFICATE HOLDER'S RESPONSIBILITIES

- 7.1** The Type Certificate holder is responsible for advising the GCAA of any intention to relinquish the Type Certificate and thus its continued airworthiness responsibilities under the requirements of ICAO. In the event the Type Certificate holder relinquishes such responsibilities the TAC will be revoked.
- 7.2** Where there are changes to the holder of the Type Certificate, an application must be made for the reissue of the TAC and a new investigation at an appropriate level would be required.
- 7.3** Where a known unsafe condition exists which the Type Certificate holder has not addressed, the GCAA will give consideration to suspending the TAC.

SECTION 8 PAYMENT OF FEES

The applicant shall pay to GCAA account the applicable statutory fees, bear the travelling and upkeep costs of the aviation safety inspectors.

End of Advisory Circular

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