

**GHANA CIVIL AVIATION  
(FLIGHT STANDARDS)  
DIRECTIVES**



**PART 4 – AIRCRAFT REGISTRATION  
AND MARKING**

**NOVEMBER 2018**



## INTRODUCTION

**Part 4** sets forth the requirements for registration of aircraft in Ghana and governs the application of nationality and registration marks. The part also sets forth the requirements for the deregistration and the requirements related to the recordation and the revocation of Irrevocable Deregistration and Export Request Authorisation.

This Part is derived from ICAO Annex 7 as well as Article XIII of the Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment.



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## 4.1 GENERAL

### 4.1.1 APPLICABILITY

- (1) Part 4 prescribes the requirements for the registration and marking of civil aircraft in accordance with the provisions of the Ghana Civil Aviation Act.
- (2) This part does not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

### 4.1.2 DEFINITIONS

For the purpose of Part 4, the following definitions shall apply:

**Aeroplane** means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions off light.

**Aircraft** means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface. (See Table 1, Classification of aircraft.)

For purposes of the Cape Town Convention and Aircraft Protocol, **aircraft** means aircraft as defined for the purposes of the Chicago Convention which are either airframes with aircraft engines installed thereon or helicopters;

**Aircraft engines** means aircraft engines (other than those used in military, customs or police services) powered by jet propulsion or turbine or piston technology and:

- (a) in the case of jet propulsion aircraft engines, have at least 1750 lb of thrust or its equivalent; and
- (b) in the case of turbine-powered or piston-powered aircraft engines, have at least 550 rated take-off shaft horsepower or its equivalent, together with all modules and other installed, incorporated or attached accessories, parts and equipment and all data, manuals and records relating thereto.

**Aircraft register** means a register maintained by a State or a common mark registering authority for the purposes of the Chicago Convention;

**Airframes** mean airframes (other than those used in military, customs or police services) that, when appropriate aircraft engines are installed thereon, are type certified by the competent aviation authority to transport:

- (a) at least eight (8) persons including crew; or
- (b) goods in excess of 2750 kilograms,

together with all installed, incorporated or attached accessories, parts and equipment (other than aircraft engines), and all data, manuals and records

relating thereto.

**Airship** means a power-driven lighter-than-air aircraft.

**Authorised Party** means a person in favour of whom an IDERA has been issued.

**Balloon** means a non-power-driven lighter-than-air aircraft.

**Certified Designee** means an entity or person named in a Designation as the certified designee under an IDERA.

**Common mark** means A mark assigned by the International Civil Aviation Organization to the common mark registering authority registering aircraft of an international operating agency on other than a national basis.

*Note. — All aircraft of an international operating agency which are registered on other than a national basis will bear the same common mark.*

**Common mark registering authority** means the authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.

**Convention** means the Convention on International Interests in Mobile Equipment, 2001 also known as the Cape Town Convention.

**De-registration of the aircraft** means the deletion or removal of the registration of the aircraft from its aircraft register in accordance with the Chicago Convention.

**Designation** means a designation made by the authorised party using the form detailed in the IDERA designation process.

**Fireproof material** means a material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.

**Glider** means a non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

**Gyroplane** means a heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.

**Heavier-Than-Air Aircraft** means any aircraft deriving its lift from flight chiefly from aerodynamic forces.

**Helicopter** means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

For purposes of the Cape Town Convention and Aircraft Protocol, **helicopters** means heavier-than-air machines (other than those used in



military, customs or police services) supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes and which are type certified by the competent aviation authority to transport:

(a) at least five (5) persons including crew; or

(b) goods in excess of 450 kilograms,

together with all installed, incorporated or attached accessories, parts and equipment (including rotors), and all data, manuals and records relating thereto.

**Insolvency-related event**” means:

(a) the commencement of the insolvency proceedings; or

(b) the declared intention to suspend or actual suspension of payments by the debtor where the creditor’s right to institute insolvency proceedings against the debtor or to exercise remedies under the Convention is prevented or suspended by law or State action;

**International operating agency** means an agency of the kind contemplated in Article 77 of the Chicago Convention.

**Lighter-Than-Air Aircraft** means any aircraft supported chiefly by its buoyancy in the air.

**Ornithopter** means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.

**Primary insolvency jurisdiction** means the Contracting State in which the centre of the debtor’s main interests is situated, which for this purpose shall be deemed to be the place of the debtor’s statutory seat or, if there is none, the place where the debtor is incorporated or formed, unless proved otherwise

**Protocol** means the Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment, 2001 also known as the Aircraft Protocol.

**Registered Owner** means the person in whose name the aircraft is registered in accordance with GCAD Part 4.

**Rotorcraft** means a power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

**State of Registry** means the State on whose register the aircraft is entered.

### 4.1.3 ABBREVIATIONS

The following acronyms are used in this Part:

<b>ADIZ</b>	-	Air Defence Identification Zone
<b>DEWIZ</b>	-	Distant Early Warning Identification Zone.
<b>IDERA</b>	-	Irrevocable Deregistration and Export Authorisation
<b>RPAS</b>	-	Remotely Piloted Aircraft System

## 4.2 REGISTRATION REQUIREMENTS

### 4.2.1 GENERAL

A person shall not operate a civil aircraft that is eligible for registration under the Ghana Civil Aviation Act unless that aircraft:

- (a) has been registered by its owner in accordance with this Part; and
- (b) the Authority has issued a Certificate of Aircraft Registration for that aircraft which shall be carried aboard that aircraft for all operations.

### 4.2.2 REGISTRATION ELIGIBILITY

- (1) An aircraft is eligible for registration only if it is not registered under the laws of any other country and is–
  - (a) Owned by a natural citizen of Ghana;
  - (b) an individual citizen of a foreign country who is lawfully admitted for permanent residence in Ghana;
  - (c) a corporation lawfully organized and doing business under the laws of Ghana; or
  - (d) a Ghanaian government organisation.
- (2) Where an aircraft was previously registered in a foreign country, the Authority will only register that aircraft upon satisfaction to the Authority by the owner that:
  - (a) If that country **has not** ratified the Cape town Convention and Aircraft Protocol, that the foreign registration has ended or is invalid; or
  - (b) If that country **has** ratified the Cape town Convention and Aircraft Protocol, and the aircraft is subject to the Convention that the foreign registration

has ended or is invalid and

- (i) all interests ranking in priority have been discharged; or
  - (ii) that the holders of such interest have consented to the deregistration and export of the aircraft.
- (3) For the purposes of subsection (2) above, satisfactory evidence of termination of foreign registration may include but not be limited to:
- (a) A statement, by the competent authority having jurisdiction over the aircraft registry of the foreign country, that the registration has ended or is invalid, and showing the official's name and title and describing the aircraft by make, model and serial number;
  - (b) A final judgment or decree of a court of competent jurisdiction of the foreign country, determining that under the laws of that country, the registration has become invalid; or
  - (c) Any other documentation that may be requested by the Authority.

#### **4.2.3 APPLICATION FOR REGISTRATION**

- (1) A person who wishes to register an aircraft in Ghana must submit an application for aircraft registration to the Director-General in a form and manner acceptable to the Authority. Each application shall-
- (a) Certify as to citizenship as defined under 4.2.2;
  - (b) Show evidence identifying ownership; and
  - (c) Be signed in ink.
- (2) The fee provided for by law shall be submitted with the application for aircraft registration to the Director General.
- (3) An application for registration of an aircraft which is the subject of an IDERA shall be submitted to the Director-General in the form and manner prescribed by the Authority and shall be accompanied by an IDERA in form specified in IS:4.2.3.
- (4) The Authority may reject an application when:
- (a) Any form or information required is incomplete;
  - (b) The name and signature of the applicant are not the same; or
  - (c) The applicant does not meet the signature requirements of the Authority.

- (5) Upon an applicant meeting all requirements for registration, a Certificate of Aircraft Registration will be issued by the Director-General to the applicant.
- (6) Details of the aircraft registration will be entered in the Ghana Civil Aircraft Register.

### **4.3 CERTIFICATE OF REGISTRATION**

#### **4.3.1 GENERAL**

- (1) Upon registration of an aircraft and entry into the civil aircraft register, the Authority shall issue a certificate of registration, which shall be, in wording and arrangement, a replica of the certificate shown in IS: 4.3.1.
- (2) Certificates of registration shall be issued in the English language and where they are in another language they shall have an English translation when submitted to the Authority.

#### **4.3.2 DURATION OF CERTIFICATE OF REGISTRATION**

- (1) Unless a certificate of registration is revoked, cancelled, expired or its ownership transferred, it shall remain in force until–
  - (a) The aircraft is destroyed beyond economical repairs;
  - (b) The aircraft is permanently withdrawn from service;
  - (c) The holder of the certificate loses his Ghanaian citizenship or status as permanent resident in Ghana; or
  - (d) Where the owner is a corporation, it ceases to be lawfully organised or do business under the laws of Ghana; and
- (2) The holder of a certificate of registration which has been cancelled by the Authority, shall surrender the certificate of registration to the Authority within 14 days from the date of cancellation.
- (3) Where a certificate of registration is not available for return as directed in this section, a notarised statement describing the aircraft and stating the reason the certificate is not available shall be submitted to the Authority within the time specified in subsection (2).
- (4) The Authority may cancel the registration of an aircraft for the following reasons:
  - (a) Where there is a change in the ownership of the aircraft;

- (b) Where the aircraft is involved in an unauthorised carriage of arms and munitions of war;
  - (c) If the aircraft is permanently located elsewhere and the Authority is unable to effectively carry out surveillance activities on the aircraft, and there is no agreement between the country of location and the Authority for effective control of the aircraft under ICAO Article 83 bis; or
  - (d) Where the Authority is of the opinion that it is in the public interest to do so.
- (5) The Authority may, whenever it appears to it necessary 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.

#### **4.3.3 REPLACEMENT OF CERTIFICATE OF REGISTRATION**

Where an original Certificate of Registration is lost, stolen or mutilated, the registered owner may submit a written request to the Authority indicating the reason a replacement certificate is required.

#### **4.4 DE-REGISTRATION OF AIRCRAFT**

##### **4.4.1 APPLICATION FOR DE-REGISTRATION**

The holder of a certificate of aircraft registration or the holder of an IDERA filed with the Authority recognised under the Cape Town Convention and Aircraft Protocol may apply for the de-registration of the aircraft.

##### **4.4.2 DE-REGISTRATION OF AN AIRCRAFT WHICH IS NOT THE SUBJECT OF AN IDERA.**

- (1) A registered owner who wishes to de-register an aircraft which is not the subject of an IDERA shall submit an application to the Director-General in the form and manner prescribed by the Authority.
- (2) The application shall be supported by:
  - (a) the original copy of the certificate of registration appropriately endorsed by the registered owner;
  - (b) where the owner applies through a lawful representative, an original Power of Attorney duly notarised; and
  - (c) evidence satisfactory to the Authority that each holder of a recorded right has been satisfied or has consented to the transfer.

- (3) The registration of an aircraft which is the subject of an un-discharged mortgage entered between parties shall not become void nor shall the Authority cancel the registration of such an aircraft pursuant to this Directive unless all persons shown in the Aircraft register as having beneficial interests in the aircraft have consented to the cancellation.
- (4) The Authority shall issue the certificate of de-registration upon an applicant meeting all requirements for de-registration and providing proof of payment of:
  - (a) Any outstanding debts owed the Authority in connection with the aircraft to be de-registered; and
  - (b) The applicable fees for de-registration of that aircraft.

*Implementing Standard – See IS:4.4.2(4) on Sample Certificate of Deregistration*

#### **4.4.3 DE-REGISTRATION OF AN AIRCRAFT WHICH IS THE SUBJECT OF AN IDERA.**

- (1) No person may apply for the de-registration of an aircraft for which an IDERA has been filed unless that person is:
  - (a) The Authorised Party as specified in the IDERA; or
  - (b) The Certified Designee of the Authorised Party.
- (2) An application for de-registration of an aircraft which is the subject of an IDERA shall be submitted to the Director-General in the form and manner prescribed by the Authority.
- (3) The Authority shall, subject to any applicable safety Directives, honour a request for de-registration and export where it is satisfied that —
  - (a) the request is properly submitted by the Authorised party under a recorded IDERA;
  - (b) the Authorised Party has proven that all registered interests ranking in priority to that of the creditor in whose favour the IDERA has been issued have been discharged or that the holders of such interests have consented to the de-registration and export of the aircraft; and
  - (c) The Authorised Party has settled all outstanding debts owed to the Authority in connection with the aircraft to be de-registered.
  - (d) The Authorised Party or its Certified Designee shall not exercise the remedies specified in the Cape Town Convention and Aircraft Protocol without the prior consent in writing of any interest ranking in priority

which shall be submitted with the application.

- (4) Upon an applicant meeting all requirements for de- registration, the Authority shall issue a certificate of de-registration to the applicant and shall notify the registered owner of the cancellation.

#### **4.5 NATIONALITY AND REGISTRATION MARKS**

##### **4.5.1 APPLICABILITY**

This Subpart prescribes the requirements for identification and marking of Civil Aircraft registered in Ghana.

##### **4.5.2 GENERAL**

- (1) No person may operate a civil aircraft registered in Ghana unless it displays nationality and registration marks in accordance with the requirements of this section. The number and letter 9G are used to identify the nationality of Ghana to conform with the requirements outlined in ICAO Annex 7. This is to be followed by a hyphen and a series of three letters assigned by the Director General.
- (2) The nationality mark is selected from the series of nationality symbols included in the radio call signs allocated to the Ghana by the International Telecommunication Union. The nationality mark shall be notified to the International Civil Aviation Organization.
- (3) Unless otherwise authorised by the Authority, no person may place on any aircraft a design, mark, or symbol that modifies or confuses the nationality and registration marks. The marks shall not be confused with the *International Five Letter Code of Signals or Distress Codes*.
- (4) Permanent marking of aircraft nationality and registration shall-
  - (a) Be painted on the aircraft or affixed by other means ensuring a similar degree of permanence;
  - (b) Have no ornamentation;
  - (c) Contrast in colour with the background; and
  - (d) Be clean and legible at all times.
- (5) The common mark registration shall be selected from a series of symbols included in the radio call signs allocated to the International Civil Aviation by the International Telecommunication Union.

#### 4.5.3 REGISTRATION MARKS FOR REMOTELY PILOTED AIRCRAFT SYSTEMS

In the case of Remotely Piloted Aircraft Systems (RPAS), the number and letter **9GR** shall be used to identify the nationality of Ghana and shall be followed by a number and three letters.

#### 4.5.4 DISPLAY OF MARKS: GENERAL

- (1) Each owner shall display on that aircraft, marks consisting of the Arabic number and Roman capital letter (9G) denoting nationality of Ghana followed by a hyphen and thereafter by the registration letters of the aircraft. Each suffix letter used in the registration marks displayed must also be a Roman capital letter and shall be that assigned by the Authority.
- (2) If because of the aircraft configuration, it is not possible to mark the aircraft in accordance with this part, the owner shall apply to the Authority for a different procedure taking into account the need for the aircraft to be readily identified.

#### 4.5.5 SIZE OF MARKS

- (1) Each operator of an aircraft shall display marks on the aircraft which shall meet the size requirements of this subpart.
- (2) **Height.** The character marks shall be of equal height and on-
  - (a) Heavier-than-air aircraft shall be at least –
    - i. 50 centimeters high if on the wings, and
    - ii. 30 centimeters high if on the fuselage (or equivalent structure) and vertical tail surfaces;
  - (b) Lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimeters high.
  - (c) Unmanned free balloons shall be determined by the Authority, taking into account the size of the payload to which the identification plate is affixed.
- (3) **Width.** Characters must be two-thirds as wide as they are high, except the number '1' and the letter 'I', which must be one-sixth as wide as it is high, and the letters 'M' and 'W' which may be as wide as they are high.
- (4) **Thickness.** The characters and hyphens shall be formed by solid lines and shall be of a colour contrasting clearly with the background. The thickness of the lines shall be one-sixth of the height of a character.
- (5) **Spacing.** Each character shall be separated from that which it immediately precedes or follows, by a space of not less than one-quarter of a character



width. A hyphen shall be regarded as a character for this purpose.

- (6) **Uniformity.** The marks required by this Part for fixed-wing aircraft must have the same height, width, thickness, and spacing on both sides of the aircraft.
- (7) Each operator of an aircraft penetrating an ADIZ or DEWIZ shall display on that aircraft temporary or permanent nationality and registration marks at least 30 centimeters high.
- (8) **Special Cases.** If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 4.3.6(2) (a) and (2) (b), the measurement of the marks shall appear in a manner such that the aircraft can be identified readily.

#### 4.5.6 DEVIATIONS FOR SIZE AND LOCATION OF MARKS

- (1) If either one of the surfaces authorized for displaying required marks is large enough for display of marks meeting the size requirements of this section and the other is not, the operator shall place full-size marks on the larger surface.
- (2) If neither surface is large enough for full-size marks, the Authority may approve marks as large as practicable for display on the larger of the two surfaces.

#### 4.5.7 LOCATION OF MARKS ON HEAVIER-THAN-AIR FIXED-WING AIRCRAFT

- (1) The operator of a fixed-wing aircraft shall display the required marks on either the vertical tail surfaces or on the sides of the fuselage and under one wing.
- (2) The marks required by paragraph (1) of this section shall be displayed as follows:
  - (a) **Wing surfaces.** The marks shall appear once on the lower surface of the wing structure. They shall be located on the left half of the lower surface of the wing structure unless they extend across the whole of the lower surface of the wing structure. So far as is possible the marks shall be located equidistant from the leading and trailing edges of the wings. The tops of the letters and numbers shall be toward the leading edge of the wing.
  - (b) **Fuselage (or Equivalent Structure) and Vertical tail surfaces.** On Heavier-than-air aircraft, the marks shall appear either on each side of the fuselage (or equivalent structure) between the wings and the tail surface or on the upper halves of the vertical tail surfaces. When located on a single vertical tail surface, they shall appear on both sides. When located on multi vertical tail surfaces, they shall appear on the outboard sides of the outer surfaces.
  - (c) If engine pods or other appurtenances located in the area described in

paragraph (2) (b) above are an integral part of the aircraft, the operator may place the marks on those pods or appurtenances.

- (3) The provisions of 4.3.6(2) above shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

#### 4.5.8 LOCATION OF MARKS ON ROTORCRAFT

Each operator of a rotorcraft shall display marks horizontally on both surfaces of the cabin, fuselage, boom, or tail, such that the rotorcraft can be readily identified.

#### 4.5.9 LOCATION OF MARKS ON LIGHTER-THAN-AIR AIRCRAFT

- (1) **Airships.** The operator shall place marks on an airship to appear on-
  - (a) The hull, located lengthwise on each side of the hull and on its upper surface on the line of symmetry; or
  - (b) The horizontal and vertical stabilizers surfaces-
    - (i) For the horizontal stabilizer, located on the right half of the upper surface and on the left half of the lower surface, with the tops of the letters and numbers toward the leading edge; and
    - (ii) For the vertical stabilizer, located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally.
- (2) **Spherical balloons (other than unmanned free balloons).** The operator shall apply marks to appear in two places diametrically opposite each other and located near the maximum horizontal circumference of the balloon.
- (3) **Non-spherical balloons (other than unmanned free balloons).** The operator shall apply marks to appear on each side, located near the maximum cross-section of the balloon immediately above either the rigging band or the points of attachment of the basket suspension cables.
- (4) **Lighter-than-air aircraft (other than unmanned free balloons).** The operator shall apply side marks to be visible both from the sides and from the ground.
- (5) **Unmanned free balloons.** The operator shall apply marks to appear on the identification plate.

#### 4.5.10 SALE OF AIRCRAFT: REMOVAL OF MARKS

When an aircraft that is registered in Ghana is sold, the holder of the Certificate of Aircraft Registration shall remove, before its delivery to the purchaser, all nationality and registration marks of Ghana, unless the purchaser is a citizen or other legal entity as prescribed in 4.2.2(1)(a).

#### 4.5.11 IDENTIFICATION PLATE REQUIRED

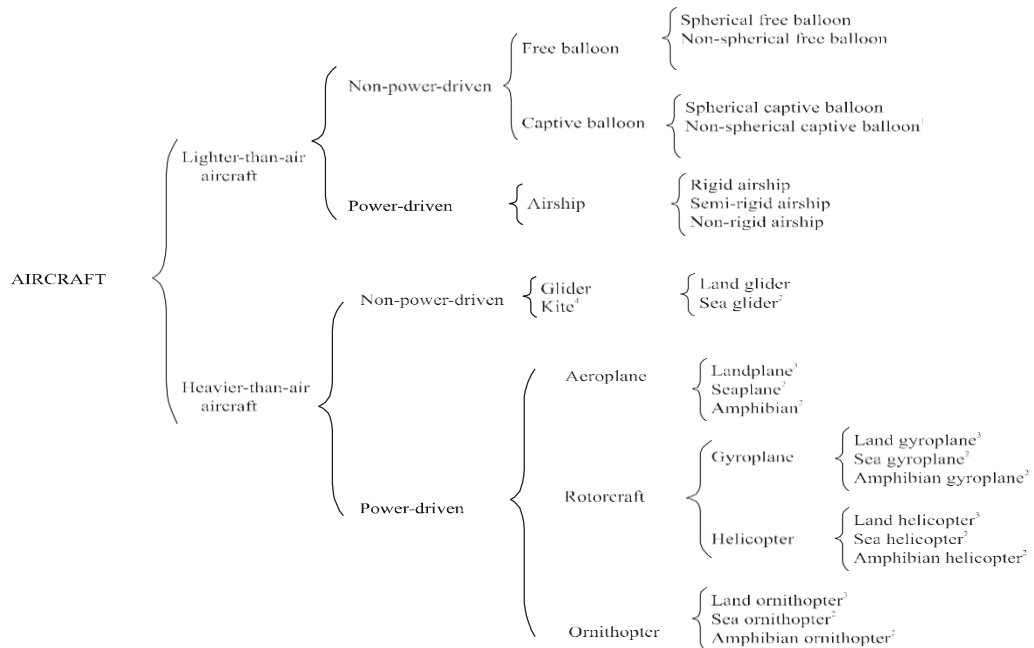
The operator shall affix to each aircraft registered under the laws of Ghana an identification plate–

- (a) Containing the aircraft type, model, serial number, marks of nationality, and name and address of owner;
- (b) Made of stainless steel or other fireproof material of suitable physical properties;
- (c) Secured to the aircraft in a prominent position, near the main entrance, or, in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload;
- (d) In the case of a remotely piloted aircraft, secured in a prominent position near the main entrance or compartment or affixed conspicuously to the exterior of the aircraft if there is no main entrance or compartment.

**4.6 GENERAL CLASSIFICATION OF AIRCRAFT**

- (1) Aircraft shall be generally classified in accordance with Table 1.
- (2) An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.
- (3) Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.

**TABLE 1**



- 1. Generally designated “kite-balloon”.
- 2. “Float” or “boat” may be added as appropriate.
- 3. Includes aircraft equipped with ski-type landing gear (substitute “ski” for “land”).
- 4. For the purpose of completeness only.

## 4.7 CATEGORIES OF AIRCRAFT

### 4.7.1 GENERAL

- (1) Aircraft categories shall be as follows:
  - (a) Transport Category(Passenger)
  - (b) Transport Category(Cargo)
  - (c) Aerial Work Category
  - (d) Private Category
  - (e) Special Category
  
- (2) The purposes for which an aircraft registered in Ghana may fly are as follows-
  - (a) **Transport Category (Passenger):** Any purpose.
  - (b) **Transport Category (Cargo):** Any purpose, other than the public transport of passengers.
  - (c) **Aerial Work Category:** Any purpose other than public transport.
  - (d) **Private Category:** Any purpose other than public transport or aerial work.
  - (e) **Special Category:** Any purpose, other than public transport, specified in the certificate of airworthiness but not including the carriage of passengers unless expressly permitted.

### 4.7.2 REGISTER OF COMMON MARKS AND REGISTRATION MARKS

The Authority shall maintain a current register showing for each aircraft registered, the information recorded in the certificate of registration (see IS: 4.7.1 figure 1). The register of unmanned free balloon shall contain the date, time, and the location of release, the type of balloon and the name of the operator.

## 4.8 TRANSFER OF RIGHT OF POSSESSION OF AIRCRAFT

### 4.8.1 GENERAL

- (1) If the holder of a certificate of registration desires to transfer to another person

the right of possession of the aircraft, such holder shall apply to the Authority for the aircraft to be de-registered in the form and manner prescribed by the Authority.

- (2) An application for registration by the person to whom the right of possession of the aircraft as referred to in sub-paragraph (1) if transferred, shall be made for re-registration of the aircraft in terms of this Directive, if the applicant so desires.
- (3) Upon application by the person to whom the right of possession has been transferred, the same Registration marking may be assigned to the aircraft.
- (4) In this Directive, 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.
- (5) Reference 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.
- (6) The Authority may, modify the foregoing provisions of this Directive 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.

#### **4.8.2 CHANGE OF DETAILS**

A person who is the registered owner of an aircraft registered in Ghana shall notify 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; or
- (c) Termination of the lease agreement.

*Note-* The declarations made by the Republic of Ghana in respect of the Cape town Convention and Aircraft Protocol can be found on the UNIDROIT website <https://www.unidroit.org>

# GHANA CIVIL AVIATION (FLIGHT STANDARDS) DIRECTIVES



## PART 4 – IMPLEMENTING STANDARDS

For ease of reference, the number assigned to each implementing standard corresponds to its associated directive. For example, IS 4.7.2 reflects the standard required in subsection 4.7.2

**NOVEMBER 2018**

**IS:4.2.3 IRREVOCABLE DE-REGISTRATION AND EXPORT REQUEST  
AUTHORITISATION****FORM OF IRREVOCABLE DE-REGISTRATION AND EXPORT REQUEST  
AUTHORISATION****ARTICLE XIII OF THE AIRCRAFT PROTOCOL**

**To:** Director- General, Ghana Civil Aviation Authority

**Re:** Irrevocable De-Registration and Export Request Authorisation (IDERA)

The undersigned is the registered (operator) (owner)\* \_\_\_\_\_ (name in full) \_\_\_\_\_ of

- the \_\_\_\_\_ (insert the airframe/helicopter manufacturer name) \_\_\_\_\_
- and model number \_\_\_\_\_
- bearing manufacturers serial number (insert manufacturer's serial number)
- and registration (number) (mark) (insert registration number/ mark)

(together with all installed, incorporated or attached accessories, parts and equipment, the “aircraft”).

This instrument is an irrevocable de-registration and export request authorisation issued by the undersigned in favour of \_\_\_\_\_ (insert name of creditor in full) (“the Authorised Party”) under the authority of Article XIII of the Protocol to the Convention on International Interests in Mobile Equipment on Matters specific to Aircraft Equipment. In accordance with that Article, the undersigned hereby requests:

- (a) Recognition that the Authorised Party or the person it certifies as its designee is the sole person entitled to:
  - (i) Procure the de-registration of the aircraft from the Ghana Aircraft Register maintained by the Ghana Civil Aviation Authority for the purposes of Chapter III of the Convention on International Civil Aviation, signed at Chicago, on 7<sup>th</sup> December, 1944; and
  - (ii) Procure the export and physical transfer of the aircraft from Ghana; and
- (b) Confirmation that the authorised party or the person it certifies as its designee may take the action specified in clause (i) above on the written demand without the consent of the undersigned and that upon such demand, the authorities in Ghana shall cooperate with the Authorised Party with a view to the speedy completion of such action subject to the declarations made by Ghana in respect of the Cape Town Convention and the Aircraft Protocol thereto.

The rights in favour of the Authorised Party established by this instrument may not be revoked by the undersigned without the written consent of the Authorised Party.

Please acknowledge your agreement to this request and its terms by appropriate notation in the space provided below and lodging this instrument in the Ghana Civil Aviation Authority.

(Insert name of Operator/ Owner)

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Agreed to and lodged this: \_\_\_\_\_ (date) \_\_\_\_\_

By: \_\_\_\_\_ (insert name of signatory) \_\_\_\_\_

\_\_\_\_\_ (Insert title of signatory) \_\_\_\_\_

Accepted by: \_\_\_\_\_

**DIRECTOR - GENERAL**

**GHANA CIVIL AVIATION AUTHORITY**



**IS: 4.3.1 SAMPLE CERTIFICATE OF AIRCRAFT REGISTRATION**

(1) The certificate of aircraft registration issued by the Authority shall be as follows:

**C.A.8  
Revised 2018**



**REPUBLIC OF GHANA**

**CERTIFICATE NUMBER**

**GHANA CIVIL AVIATION AUTHORITY**

**CERTIFICATE OF REGISTRATION OF AIRCRAFT**

<p>1. Nationality and Registration Mark</p> <p>9G -</p>	<p>2. Constructor and Constructor's Designation of Aircraft</p>	<p>3. Aircraft Serial No:</p>
<p>4. Name of Owner</p> <p>5. Address of Owner</p>		
<p>6. It is hereby certified that the above described aircraft has been duly entered on the Civil Aircraft Register of the Republic of Ghana in accordance with the Convention on International Civil Aviation dated 7th December, 1944 and with Part 4 of the Ghana Civil Aviation (Safety) Directives.</p> <p>Date of issue: .....</p> <p style="text-align: right;">By authority of the Director General Ghana Civil Aviation Authority</p>		

Note:- No entries or endorsements may be made in the foregoing certificate except in the manner and by the persons authorised for that purpose by the Minister responsible for Civil Aviation.

(PTO)

**IMPORTANT**

The registration of the aircraft and the certificate becomes void as from the date of any change in the ownership or in the nationality qualification for ownership, and this document should be returned by the registered owner IMMEDIATELY, to the Director - General of Civil Aviation, Private Mail Bag, K.I.A., Accra, with appropriate section below duly completed. Similar action is required if the aircraft is destroyed or permanently withdrawn from service.

When the registration has become void the aircraft may not again be flown until a new Certificate of Registration has been obtained.

Any application for re - registration of aircraft in Ghana shall be made on Form C.A.7, copies of which may be obtained from the Director - General of Civil Aviation, Private Mail Bag, Accra.

**SECTION I - NOTICE OF OWNERSHIP**

(This section must be used to notify any change in ownership of Ghanaian or Foreign Nationals).

I hereby notify that, with effect from the ..... day of ....., 20..... the ownership of the aircraft described overleaf was transferred to .....

(Fill in name and address of new owner)

....., 20.....

Signature of former owner(s)\*

**SECTION II - NOTICE THAT AIRCRAFT HAS CEASED TO BE OWNED BY GHANAIAN CITIZENS**

(This section should only be used whenever there has been a change in the Nationality status of the owner(s)).

I hereby notify that, with effect from the ..... day of ....., 20..... the aircraft described overleaf ceased to be owned wholly either:-

(a) by Ghanaian citizens  
or (b) by a body corporate (i) established under and subject to the laws of Ghana; and (ii) having its principal place of business in Ghana; and (iii) whereof the chairman, or person (if any) occupying the position of chairman, by whatever name, and majority of the directors or persons occupying the position of directors, by whatever name called, are Ghanaian citizens.

By reason of .....

....., 20.....

Signature of former owner(s)\*

**SECTION III - NOTICE THAT AIRCRAFT HAS BEEN DESTROYED OR PERMANENTLY WITHDRAWN FROM USE**

I hereby notify that the registration of the aircraft described overleaf should be cancelled by reason of:-

Ψ (a) the aircraft having been destroyed.  
Ψ (b) the aircraft having been permanently withdrawn from use.

....., 20.....

Signature of former owner(s)\*

**SECTION IV - NOTICE OF ANY OTHER CHANGE AFFECTING THE REGISTRATION OF THE AIRCRAFT**

I hereby notify that the registration of the aircraft described overleaf should be cancelled by reason of:-

....., 20.....

Signature of former owner(s)\*

\* The signature required is that of the owner(s) as shown in this certificate of registration. If the owner is a body corporate the signature shall be that of the Managing Director, Secretary or the official duly authorised to sign under the seal of the Company.

Ψ Delete whichever is inapplicable.

**IS:4.4.2(4) SAMPLE CERTIFICATE OF AIRCRAFT DE-REGISTRATION**



REPUBLIC OF GHANA

GHANA CIVIL AVIATION AUTHORITY

**CERTIFICATE OF DEREGISTRATION**

CERTIFICATE NUMBER

1. Nationality and Registration Mark	2. Manufacturer and Manufacturer's Designation of Aircraft	3. Aircraft Serial No:
<p>4.a. Issued to ..... <i>(name of certificate holder)</i></p> <p>Basis of registration (check one):</p> <p><input type="checkbox"/> ownership of aircraft</p> <p><input type="checkbox"/> operator of aircraft</p> <p><input type="checkbox"/> other (<i>explain</i>): .....</p>		
<p>4.b. Address of certificate holder: ..... <i>(at the time of deregistration)</i></p>		
<p>5. Name and contact information of owner, if different from certificate holder: ..... ..... <i>(at the time of deregistration)</i></p>		
<p>6. It is hereby certified that the above described aircraft has been duly removed from the Civil Aircraft Register of the Republic of Ghana on ..... <i>(date)</i> and the Certificate of Registration has been cancelled.</p>		
<p>6.a. Reason(s) for deregistration, if known: .....</p>		
Date of Issue: .....		<p>_____ By authority of the Director-General Ghana Civil Aviation Authority</p>

\* CA Form 14

Revision: February 2023