

GHANA
STATE AIR TRANSPORT ACTION PLAN SYSTEM (SATAPS)



Area	Action	Reference
Alleviation of restrictions	Revise ASAs to alleviate air carrier ownership and control (ACOC) restrictions	Ghana has incorporated the YD fully into all BASAs with both YD and non-YD States to alleviate restrictions on air carrier ownership and control
	Revise ASAs to alleviate capacity restrictions	Ghana has negotiated all its BASAs which do not place restrictions on capacity.
Charges	Implement ICAO policies on user charges	Ghana implements ICAO policies on user charges contain in Doc 9082.
Competition	Support ICAO Compendium of competition policies and practices (reply to ICAO State Letter EC2/109-15/42)	
	Encourage cooperation among competition authorities	
	Participate in ICAO Air Transport Symposium (IATS), March 2016	Ghana participated in the ICAO Air Transport Symposium (IATS) in March, 2016.
Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS), Landlocked Developing Countries (LLDC)	Implement air transport operators cooperation through code share/alliances.	Ghana approves such alliances and cooperation through code share arrangements.
	Support development by ICAO of connectivity indicator Implement essential services schemes	
Consumer protection	Associate consumer representative organizations	
	Adhere to Montreal Convention, 1999	Ghana has ratified and subsequently domesticated the Montreal Convention 1999.
	Use ICAO Core Principles (adopted by the ICAO Council on 17 June 2015) in regulatory and operational practices	Ghana CAA Economic Directives is being finalized. Directives contain ICAO Core Principles on Consumer Protection.
Cooperation across value chain	Support cooperation among stakeholders, including World Tourism Organization (UNWTO), International Air Transport Association (IATA), Airports Council International (ACI), African Airlines Association (AFRAA), African Civil Aviation Commission (AFCAC), African Union Commission (AUC), Airlines Association of Southern Africa (AASA)	Ghana is compliant- UNWTO, IATA, ACI, AFRAA, AU and ECOWAS.
Data and analysis	Share data and analysis	
	Share customized traffic and cargo forecasts	
	Provide business analysis tools	
Fleet renewal	Adhere to Cape Town Convention, 2001	Ghana ratified the Cape Town Convention 2001, in December 2015.
	Make use of Art. 83 bis of the Chicago Convention	
Infrastructure development	Consider practices to attract public/private capital, such as public-private partnerships (PPP)	The Government of Ghana has partnered with the private sector in the ongoing construction of Terminal 3 at Kotoka International Airport (KIA) in Accra and also in the establishment of the new national airline.
	Provide sufficient infrastructure to accommodate growth	There is an ongoing expansion and rehabilitation of the Kotoka International Airport and other domestic airports.
	Increase awareness of ICAO guidance on infrastructure funding	
Market access liberalization	Grant 7th freedom traffic rights for air cargo services	Ghana is fully compliant with the YD for international cargo operations.
	Align Air Services Agreements (ASAs) with YD	Ghana is fully compliant with the alignment of Air Services Agreements (ASAs) with the both YD States and non YD African States. Ghana is among 19 States which have signed the Solemn Commitment on the full liberalization of air transport in Africa.
	Implement Yamoussoukro Decision (YD) framework	Ghana has fully liberalized its skies.
Safety	Implement safety targets of the Abuja Declaration on Aviation Safety in Africa, 2012	Ghana has established the Runway Safety Team. With respect to Runway related accidents, Ghana has recorded isolated cases and therefore has not established any trend for Runways related accidents, however, about two (2) cases have been recorded since the Abuja Declaration; Ghana has not recorded any CFIT as well as LOC-I related accidents; Ghana CAA is autonomous; has certified its international aerodrome (Dec, 2015); All Ghanaian registered scheduled airlines operators have obtained IOSA Certification; Ghana's level of implementation of the USOAP was over 64% as at 2006; Development of the State Safety program (SSP) is ongoing, however all service providers are implementing the Safety Management System (SMS).
	Establish mechanisms to ensure sustainable funding of safety oversight functions	Ghana has established the Aviation Safety Charge (ASC) to ensure sustainable funding of safety oversight functions.
Security and facilitation	Support electronic submission of data on goods passing borders; e-freight; e-air way bills (e-AWB)	Ghana has held discussions with IATA regarding training for cargo operators to enable them migrate to the electronic AWB system.
	Develop and implement Regulated Agent and Known Consignor's programmes	Ghana has developed a National Air Cargo and Mail Security Program for the implementation of the Regulated Agent and Crown Consignor Regime (March, 2017). Ghana has established the National Civil Aviation Security Programme in line with ICAO Aviation Security Oversight Manual (DOC 10047).
	Establish mechanisms to ensure the sustainable funding of security oversight functions	Ghana has established the Aviation Safety Charge (ASC) to ensure sustainable funding of security oversight functions.
	Implement electronic visas	Since 2016 Ghana grants visa on arrival to all Africans into Ghana for 90.
	Eliminate non-physical barriers between States	The electronic gates provided at the immigration hall of the Kotoka International Airport are not activated yet.
Taxation	Avoid imposing discriminatory levies on air transport Implement ICAO policies on taxation Assess economic impact of excessive taxation	
Training	Support ICAO efforts to quantify personnel shortages (Doc 9956)	
	Support ICAO capacity-building initiatives: Next Generation of Aviation Professionals (NGAP), Human Resources Development Fund (HRDF)	Ghana is committed to building the Human Resources Development Fund (HRDF); Ghana makes an annual contribution to the Fund.
	Use ICAO air cargo-specific training, including dangerous goods	Ghana applies the ICAO air cargo-specific training, including dangerous goods in its National Civil Aviation Security Training Program. Ghana also applies the IATA Dangerous Goods regulations; Ghana has a comprehensive inspection program of air cargo carriers into Ghana to ensure that they are compliant with GCAR Part 18 (LI 2000); Monitors and evaluates training sessions offered by instructors; Dangerous Goods training organizations are certified and approved after they have passed the five (5) phase certification process; Liaises with the Ghana Atomic energy in relation to the carriage of radioactives; state variations were filed with IATA and ICAO in 2016 where shippers seek special approval prior to shipment of explosives, ammunition, radioactives, infectious substances etc.