



## CONTENTS

	Page
Notice of Publication of Executive Instruments .. .. .	526
Notice of Publication of an Official Bulletin .. .. .	526
Licence for the Celebration of Marriages—Public Place of Worship ( <i>Ref. Presbyterian Church of Ghana Salvation Congregation, Appiadu-Kumasi</i> ) .. .. .	526
Licence for the Celebration of Marriages—Public Place of Worship ( <i>Ref. Global Kingdom Ministries Atwima Manhyia, Atwima Nwabiagye District, Ashanti</i> ) .. .. .	526
Licence for the Celebration of Marriages—Public Place of Worship ( <i>Ref. K. Dapaah Conference Hall Soldier of Christ Ministries, Tafo Nhyiaeso-Kumasi</i> ) .. .. .	527
Licence for the Celebration of Marriages—Public Place of Worship ( <i>Ref. Revelation Church of God International Ministries, Agogo-Asante Akim North</i> ) .. .. .	527
Land Title Registry—Land Certificate .. .. .	528
Change of Names .. .. .	530
Change of Dates of Birth .. .. .	536

**GHANA CIVIL AVIATION AUTHORITY****TECHNICAL DIRECTIVE**

TD/OPS/14/01

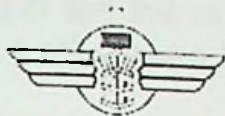
3RD MARCH, 2014

**CREW FLIGHT DUTY & REST PERIODS**

Pursuant to powers conferred on the Director-General by Section 9 (2) of the Ghana Civil Aviation Act 2004 (Act 678) and in accordance with Section 9 (8), the following Directives on Crew Flight Duty & Rest Period are hereby issued.

*SIGNED**ISSUED BY DIRECTOR GENERAL*





## GHANA CIVIL AVIATION AUTHORITY

No. TD/OPS/14/01  
3<sup>RD</sup> MARCH 2014

### TECHNICAL DIRECTIVE

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### CREW FLIGHT DUTY & REST PERIODS

Pursuant to powers conferred on the Director – General by Section 9(2) of the Ghana Civil Aviation Act 2004 (Act 678) and in accordance with Section 9(8), the following Directives on Crew Flight Duty & Rest Period are hereby issued.

ISSUED BY: DIRECTOR-GENERAL

## SECTION 1: GENERAL

### 1.1 APPLICABILITY

- (a) This Part prescribes the requirements of the Republic of Ghana for the maximum duty periods, maximum flight time and minimum rest periods to ensure that flight crew and cabin crew members do not experience fatigue during AOC-related duties.
- (b) This Part applies to the—
  - (1) Holders of an air operator certificate granted by Ghana; and
  - (2) Pilots, flight engineers, flight instructors, flight navigators and cabin crew members employed by the AOC holder.

### 1.2 DEFINITIONS

- (a) For the purpose of this Part, the following definitions shall apply—

*Note: Additional aviation-related terms are defined in Part 1 of the civil aviation (safety) regulations L.I.2000.*

- (1) **Adequate facilities.** A quiet and comfortable place not open to the public.
- (2) **Augmented flight crew.** A flight crew which comprises more than the minimum number required for the operation of the aeroplane and in which each flight crew member can leave his post and be replaced by another appropriately qualified flight crew member.
- (3) **Break.** A period free of all duties, which counts as duty, being less than a rest period.
- (4) **Calendar day.** The period of elapsed time, using Coordinated Universal Time or local time, that begins at midnight and ends 24 hours later in the next midnight.
- (5) **Deadhead Transportation.** Time spent in transportation on an aircraft (at the insistence of the AOC holder) to or from a crew member's home station
- (6) **Duty Time.** The total time from the moment a person identified in this Part begins (immediately subsequent to a rest period) any work on behalf of the AOC holder until that person is relieved of all duties.
- (7) **Flight.** The period from takeoff to landing, sometimes referred to as "sectors."
- (8) **Flight Duty Period.** The total time from the moment a flight crew member commences duty, immediately subsequent to a rest period and prior to making a flight or a series of flights, to the moment the flight crew member is relieved of all duties having completed such flight or series of flights.
- (9) **Flight Time.** The period of time that the aircraft first moves under its own power until it is parked with engines shutdown.
  - (i) **Flight time — aeroplanes.** The total time from the moment an aeroplane first moves to taxi for the purpose of taking off until the moment it finally comes to rest at the end of the flight.
  - (ii) **Flight time — helicopters.** The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.
- (10) **Home base.** The place nominated by the operator to the crew member from where the crew member normally starts and ends a duty periods and at which place, under normal conditions, the operator is not responsible for the accommodation of the crew member concerned.



- (11) **Notification time.** The period of time that an operator allows between the time a crew member on standby receives a call requiring him to report for duty and the time he is required to report for that duty.
- (12) **Rest period.** A period free of all restraint, duty or responsibility for an AOC holder conducting commercial air transport operations.

*Note : The definition of flight time is of necessity very general but in the context of limitations it is, of course, intended to apply to flight crew members in accordance with the relevant definition of a flight crew member. Pursuant to that latter definition, licensed crew personnel travelling as passengers cannot be considered flight crew members, although this should be taken into account in arranging rest periods.*

- (13) **Reporting time.** The time at which the crew member is required to report for any duty. The reporting time is expressed in the local time at the reporting place.
- (14) **Split duty.** A flight duty period which consists of two duties separated by a break.
- (15) **Standby.** A defined period of time during which a crew member has not been assigned to any duty, but during which he is required by the operator to be available to receive an assignment for duty without an intervening rest period.
- (16) **Suitable accommodation.** A suitably furnished bedroom, with single occupancy if required by the crew member, which is subject to minimum noise, is well ventilated and should have the facility to control the levels of light and temperature.

### 1.3 ACRONYMS

(a) The following acronyms are used in this Part:—

- (1) **AOC** – Air Operator Certificate
- (2) **FDP** – Flight Duty Period

#### **1.4 KNOWLEDGE OR SUSPICION OF CREW FATIGUE**

- (a) No person may act as a crew member of an aircraft in commercial air transport if he knows or suspects that he is suffering from such fatigue as may endanger the safety of the flight.
- (b) No person may cause or permit a crew member to fly in commercial air transport if that person knows or suspects that the crew member is suffering from such fatigue as may endanger the safety of the flight.

#### **1.5 FLIGHT DUTY SCHEMES**

- (a) The provisions of the flight duty schemes will be included in the volumes of the operations manual applicable to the job position of the employee.
- (b) The Authority may approve a special flight duty scheme for an AOC holder.
- (c) An AOC holder may elect to apply the flight crew member flight duty and rest requirements to the cabin crew members.

#### **1.6 RECORD KEEPING RESPONSIBILITIES**

- (a) The AOC holder shall ensure that the required records for tracking flight and duty times and rest periods are maintained in a manner so that an updated record is available before a person begins their duty day or their first flight of the day.
- (b) Every person for whom the Regulations establish maximum flight and/or duty and minimum rest periods shall ensure that the required records have been updated to the day on which they begin duty.

### **SECTION 2 : FLIGHT TIME**

#### **2.1 MAXIMUM NUMBER OF FLIGHT TIME HOURS**

- (a) No person may schedule any flight crew member and no person may accept an assignment for flight time in commercial air transport, if that flight crew member's uninterrupted flight time will exceed the limitations prescribed by the Authority.

*Note: See Appendix 1 to 2.1 for the limitations regarding flight time for a crew of two or less.*

- (b) No person may schedule any flight crew member and no flight crew member may accept an assignment as a required crew member for more than—
  - (1) 7 Sectors/flights in commercial air transport during any duty period; or
  - (2) 18 consecutive hours, whichever occurs first.
- (c) No person may schedule any flight crew member and no person may accept an assignment for flight time in commercial air transport, if that flight crew member's total flight time will exceed 100 hours in any consecutive -30 day period.
- (d) No person may schedule any flight crew member and no person may accept an assignment for flight time in commercial air transport, if that flight crew member's total flight time will exceed 1000 hours in any consecutive 12 calendar months period.
- (e) No person may schedule any flight crew member and no flight crew member may accept an assignment for flight time in commercial air transport, if that crew member's total flight time, total flights or duty aloft in commercial flying will exceed the limitations prescribed by the Authority.



## 2.2 EXCEEDING FLIGHT TIME

- (a) The Authority will consider a person in compliance with prescribed standards if he or she exceeds the prescribed flight time limitations when—
- (1) The flight is scheduled and normally terminates within the prescribed limitations; but
  - (2) Due to circumstances beyond the control of the AOC holder (such as adverse weather conditions) are not expected at the time of departure to reach the destination within the scheduled time.

## SECTION 3: DUTY PERIODS

### 3.1 CUMULATIVE DUTY HOURS

- (a) With respect to duty periods, no person may schedule any crew member and no person may accept an assignment if duty hours will exceed:
- (1) 1800 hours in any 12 consecutive months;
  - (2) 190 hours in any 28 consecutive days; and
  - (3) 55 hours in any 7 consecutive days.
- (b) The total hours in 7 consecutive days may be increased to 58 hours when a rostered duty consisting of a series of duty periods has commenced and is subject to unforeseen delays.
- (c) With regard to the cumulative duty hours, a break during a split-duty assignment will be calculated in the following manner—
- (1) If the break is less than 8 hours, the full period of the break is accountable.
  - (2) If the break is 8 hours or more, 50% of the period of the break is accountable.

### 3.2 FLIGHT DUTY PERIOD

- (a) No person may schedule any crew member and no person may accept an assignment for a FDP that will exceed the limitations prescribed by the Authority.

*Note: See Appendix 1 to 3.2 for the allowable FDPs for multi-pilot operations. Note:*

*See Appendix 2 to 3.2 for the allowable FDPs for single-pilot operations.*

- (b) A person is considered to be on duty if they are performing any tasks on behalf of the AOC holder, whether scheduled, requested or self initiated.
- (c) All time spent on an aircraft as an assigned or relief flight crew member, whether resting or performing tasks shall be included in the determination of the FDP.
- (d) If a person requires a flight crew member to engage in deadhead transportation for more than 4 hours, one half of that time shall be included in the calculation of the FDP, unless they are given 10 hours of rest on the ground before being assigned to flight duty.
- (e) The Authority will consider a person in compliance with prescribed FDP limitations, if he or she exceeds those limitations during an emergency or adverse situations beyond the control of the AOC holder.



### 3.3 EXTENTION OF FLIGHT DUTY PERIOD FOR CABIN CREW

- (a) No person may schedule any crew member and no person may accept an assignment involving the extension of the FDP for cabin crew up to a maximum of 18 hours, unless—
- (1) No more than 2 landings are carried out within a FDP;
  - (2) Rest facilities are available on board for resting cabin crew members; and
  - (3) Each cabin crew member is relieved of all tasks during a part of the flight.

### 3.4 SPLIT-DUTY ASSIGNMENTS

- (a) An AOC holder may increase the allowable planned FDP through the application of the split-duty policies prescribed by the Authority subject to the following conditions—

*Note: See Appendix 1 to 3.4 for the acceptable split-duty extensions.*

- (1) The FDP shall not consist of more than 2 periods of duty;
  - (2) There shall be a single break of sufficient length;
  - (3) The crew member is notified in advance. and
  - (4) Adequate facilities shall be provided; or
  - (5) Suitable accommodations shall be provided, if the break—
    - (i) Is 6 hours or more, or
    - (ii) Covers 3 hours or more of the period 2200- 0600 local time at the place where it occurs.
- (b) Subject to the conditions of paragraph (a), no person may schedule any crew member and no person may accept an assignment involving a split-duty assignment, unless—
- (1) Parts of the FDP before. and after the break do not exceed 10 hours, and
  - (2) The total FDP does not exceed 20 hours.
- (c) If the total travelling time in both directions between the place of duty and the adequate facilities or suitable accommodation exceeds one hour, any travelling time in excess of 1 hour total is deducted from the break for the purpose of calculating the increased FDP.
- (d) Split-duty shall not be combined with the provisions for an augmented flight crew or, for cabin crew, extension of the allowable FDP.

### 3.5 AUGMENTED FLIGHT CREW ASSIGNMENTS

- (a) No person may schedule any crew member and no person may accept an assignment involving the use of an augmented flight crew to increase the length of a FDP for more than—
- (1) 18 hours, where every flight crew member can leave his post for at least 50% of the total flight time of all flights within the FDP, or
  - (2) 16 hours, where every flight crew member can leave his post for at least 25% of the total flight time of all flights within the FDP
- (b) No person may schedule any crew member and no person may accept an assignment involving the use of an augmented flight crew to increase the length of a FDP unless that crew scheduled to carry out no more than—
- (1) 2 landings within an FDP; or
  - 3 landings, if the—



- (i) Flight time for one sector is 3 hours or less; and
  - (ii) Rest period immediately following the FDP is increased by 6 hours;
- (c) No person may schedule any crew member and no person may accept an assignment involving the use of an augmented flight crew to increase the length of a FDP unless there are adequate and suitable rest facilities approved by the Authority available on board the aircraft for all resting flight crew members.

### 3.6 MIXED FLYING TYPES OF OPERATION

- (a) No person may schedule any flight crew member and no person may accept an assignment for mixed flying types of operation, such as flight simulator and conversion/recurrent training flights prior to commercial air transport flights, except as prescribed by the Authority.
- (b) Where a flight crew member carries out either flight simulator or training flights prior to a commercial air transport flight, the duration of flight simulator or training flights shall be doubled for the purpose of calculating the limits of that FDP.

*Note: The number of landings during flight simulator and training flights need not be taken into account.*

## SECTION 4: REST PERIODS

### 4.1 REST PERIODS: GENERAL

- (a) With respect to rest periods, no person holder may assign, nor may any person—
  - (1) Perform duties in commercial air transport unless that person has had at least the minimum rest period applicable to those duties as prescribed by the Authority; or
  - (2) Accept an assignment to any duty with the AOC holder during any required rest period.
- (b) The AOC holder may exercise the option to reduce a crew member's rest period within the limitations prescribed by the Authority.
- (c) Time spent in local transportation in excess of 30 minutes will not be considered a part of a crew member's rest period.
- (d) Time spent in transportation, not local in character, that is required by the AOC holder to position crew members to or from flights is not considered part of a rest period.
- (e) Time spent in transportation on aircraft (at the insistence of the AOC holder) to or from a crew member's home station is not considered part of a rest period.

### 4.2 MINIMUM REST PERIOD

- (a) The AOC holder shall ensure that, before the start of a FDP, a crew member has completed a rest period of—
  - (1) At least as long as the preceding duty period, or
  - (2) 11 hours, whichever is the greater
- (b) The minimum rest period following a FDP in which split-duty credit has been used—
  - (1) Shall be at least as long as the total FDP, including the break;
  - (2) Except that, if suitable accommodation was provided, the duration of the break need not be included in the rest period calculation.

(c) The AOC holder may reduce the rest period calculated in accordance with paragraph (a) by not more than 3 hours, but not less than 11 hours, subject to the following conditions—

- (1) The previous rest period must have been completed in accordance with paragraph (a);
- (2) The amount by which the rest period is reduced must be added to the next rest period, which cannot be reduced; and
- (3) The amount of time by which the rest period is reduced must be deducted from the subsequent allowable FDP.

#### **4.3 MINIMUM REST PERIOD EACH SEVEN OR TEN CONSECUTIVE DAY PERIOD**

(a) The AOC holder shall relieve the flight crew or cabin crew member from all duties by providing an increased rest period of—

- (1) One 36 hours period within 7 consecutive days; or
- (2) One 60 hours period within 10 consecutive days.

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**APPENDICES**

Each AOC holder, scheduling official, and crew member shall use the following tables to consolidate all scheduling and actual event requirements with respect to flight crew member flight time, duty and rest periods for commercial air transport operations.

**APPENDIX 1 TO 3.1: MAXIMUM UNINTERRUPTED FLIGHT TIME**

(a) The maximum uninterrupted flight time for a crew of 1 or 2 shall be—

Local Time of Start	Maximum Uninterrupted Flight Time
0700- 1359	11 hrs
1400- 1759	10 hrs
1800-0459	9 hrs
0500-0659	10 hrs

**APPENDIX 1 TO 3.2: ALLOWABLE FLIGHT DUTY PERIODS – MULTI-PILOT**

(a) The maximum allowable FDP may be extended during multi-pilot operations as provided in the following table—

Reporting time	Number of landings as operating crew member				
	1-2	3	4	5	$\geq 6$
0700-1759	1300	1230	1200	1100	1030
1800-2159	1230	1200	1130	1030	1000
2200-0459	1200	1130	1100	0930	0900
0500-0659	1230	1200	1130	1030	1000

**APPENDIX 2 TO 3.2: ALLOWABLE FLIGHT DUTY PERIOD - SINGLE PILOT**

(a) The maximum allowable FDP may be extended for single-pilot operations as provided in the following table—

Reporting time	Number of landings as operating flight crew member		
	1 - 4	5	$\geq 6$
0700 - 1759	0930	0830	0800
1800- 2159	0830	0800	0800
2200 - 0459	0800	0800	0800
0500 - 0659	0830	0800	0800

## Ghana Civil Aviation Regulations

## Part 15

(b) For flights operated by a single pilot and conducted wholly under VFR, allowable FDPs must be derived from first column (column addressing 1-4 landings).

- (1) This although, in this case, there is no limit to the number of landings.
- (2) Where the number of landings exceeds an average of 4 per hour, a break of at least 30 minutes must be taken within any period of 3 consecutive hours.

**APPENDIX 1 TO 3.4: ACCEPTABLE SPLIT-DUTY EXTENSION**

(a) The following table outlines the acceptable use of a split-duty assignment to increase an FDP, subject to the conditions of 3.4—

Consecutive hours break	Increase in Flight Duty Period
0- 2hrs 59 mins	NIL
3 - 6 hrs 59 mins	1/2 length of break
7 - 10 hrs 59 mins	2/3 length of break or 1 1/2 length of break if at least 8 hours of the break fall between 2000-0800 local time where the break occurs



GHANA  
CIVIL AVIATION AUTHORITY

ADVISORY CIRCULAR  
AC 8-11-001

APPLICATION & PROCESS: CREW  
FLIGHT DUTY TIME SCHEME

SECTION 1 GENERAL

1.1 PURPOSE

This advisory circular (AC) provides guidance for the development of an operator's flight duty time scheme to comply with Part 8 of the Ghana civil aviation regulations.

1.2 STATUS OF THIS ADVISORY CIRCULAR

This AC is an original issuance.

1.3 BACKGROUND

A. The objective of any prescriptive limitations for fatigue management regulations is to ensure that flight and cabin crew members remain sufficiently alert so that they can operate to a satisfactory level of performance and safety under all circumstances.

B. The fundamental principle is for every flight and cabin crew member to be adequately rested when he/she begins a flight duty period and, while flying, be sufficiently alert to operate to a satisfactory level of performance and safety in all normal and abnormal situations

1.4 APPLICABILITY

A. The guidance in this advisory circular is applicable to—

- 1) All commercial air transport operations
- 2) All operations of turbojet aircraft and aircraft with a gross takeoff weight of more than 5700kg.

B. This guidance does not apply to a flight made for the purpose of instruction in flying, given by or on behalf of a flying club or a flying school, or an organization which is not an air transport undertaking.

1.5 RELATED REGULATIONS

The following regulations are directly applicable to the guidance contained in this advisory circular—

- GCARs L.I. 2000, Part 9, AOC Certification and Administration
- GCARs L.I. 2000, Part 8, Flight, Duty and Rest Period Requirements

• Advisory Circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.

• Where a regulation contains the words "prescribed by the Authority," the AC may be considered to "prescribe" a viable method of compliance, but status of that "prescription" is always "guidance" (never regulation).



## AC 08-11-001: CREW FLIGHT DUTY TIME SCHEMES

- GCARs L.I. 2000, Part 8, General Aviation: Large & Turbojet Aircraft

## 1.6 RELATED READING MATERIAL

For further information on this topic, organizations are advised to review the following publications and regulatory requirements—

## 1) Ghana Civil Aviation Authority (GCAA)

- ◆ AC 08-11-002, Acceptable Flight Crew Sleeping Quarters & Rest Facilities

This advisory circular and copies of these regulations may be obtained from the GCAA.

## 2) International Civil Aviation Organization (ICAO)

- ◆ Annex 6, Part I: Attachment A.

Copies may be obtained from Document Sales Unit, ICAO, 999 University Street, Montreal, Quebec, Canada H3C 5H7.

## SECTION 2 DEFINITIONS

A. For purposes of this advisory circular, these terms are defined as follows—

- 1) **Augmented flight crew.** A flight crew that comprises more than the minimum number required to operate the aeroplane and in which each flight crew member can leave his or her assigned post and be replaced by another appropriately qualified flight crew member for the purpose of in-flight rest.
- 2) **Cabin crew member.** A crew member who performs, in the interest of the safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.
- 3) **Crew member.** A person assigned by an operator to duty on an aircraft during a flight duty period.
- 4) **Cumulative fatigue.** Fatigue that occurs after incomplete recovery from transient fatigue over a period of time.
- 5) **Duty.** Any task that flight or cabin crew members are required by the operator to perform, including, for example, flight duty, administrative work, training, positioning and standby when it is likely to induce fatigue.
- 6) **Duty period.** A period which starts when a flight or cabin crew member is required by an operator to report for or to commence a duty and ends when that person is free from all duties.
- 7) **Flight crew member.** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.
- 8) **Flight duty period.** A period which commences when a crew member is required to report for duty that includes a flight or a series of flights and which finishes when the aeroplane finally comes to rest at the end of the last flight on which he/she is a crew member.
- 9) **Flight time – aeroplanes.** The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.
- 10) **Home base.** The location nominated by the operator to the crew member from where the crew member normally starts and ends a duty period or a series of duty periods.
- 11) **Operator.** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.



## AC 08-11-001: CREW FLIGHT DUTY TIME SCHEMES

12) **Positioning.** The transferring of a non-operating crew member from place to place as a passenger at the behest of the operator.

"Positioning" as here defined is synonymous with the term "Deadheading".

13) **Reporting time.** The time at which flight and cabin crew members are required by an operator to report for duty.

14) **Rest period.** A continuous and defined period of time, subsequent to and/or prior to duty, during which flight or cabin crew members are free of all duties.

15) **Roster.** A list provided by an operator of the times when a crew member is required to undertake duties.

"Roster" as here defined is synonymous with "Schedule", "Line of Time", "Pattern", and "Rotation".

16) **Standby.** A defined period of time during which a flight or cabin crew member is required by the operator to be available to receive an assignment for a specific duty without an intervening rest period.

17) **Suitable accommodation.** A furnished bedroom which provides for the opportunity of adequate rest.

18) **Transient fatigue.** Fatigue that is dispelled by a single sufficient period of rest or sleep. 19)

**Unforeseen operational circumstance.** An unplanned event, such as unforecast weather, equipment malfunction, or air traffic delay that is beyond the control of the operator.

B. The following acronyms and abbreviations are used in this advisory circular—

- 1) **AC** – Advisory Circular
- 2) **ARP** – Aerospace Recommended Practise
- 3) **GCAA** – Ghana Civil Aviation Authority
- 4) **GCARs** – Ghana Aviation Regulations
- 5) **FDT** – Flight Duty Time
- 6) **PIC** – Pilot in Command

## SECTION 3 GENERAL CONCEPTS & POLICIES

### 3.1 TYPES OF FATIGUE

A. Flight time, flight duty period, duty period limitations and rest requirements are established for the sole purpose of ensuring that the flight crew and the cabin crew members are performing at an adequate level of alertness for safe flight operations.

B. In order to accomplish this, two types of fatigue should be taken into account—

- 1) Transient fatigue; and
- 2) Cumulative fatigue.

The definitions of these types of fatigue are provided earlier in this AC.

### 3.2 SAFEGUARDS AGAINST FATIGUE

The GCAR duty, flight time and rest period regulations provide safeguards against both kinds of fatigue because they recognize—

Refer to GCARs Part 8 for specific requirements.



## AC 08-11-001: CREW FLIGHT DUTY TIME SCHEMES

- 1) The necessity to limit flight duty periods with the aim of preventing both kinds of fatigue;
- 2) The necessity to limit the duty period where additional tasks are performed immediately prior to a flight or at intermediate points during a series of flights in such a way as to prevent transient fatigue;
- 3) The necessity to limit total flight time and duty periods over specified time spans, in order to prevent cumulative fatigue;
- 4) The necessity to provide crew members with adequate rest opportunity to recover from fatigue before commencement of the next flight duty period; and
- 5) The necessity of taking into account other related tasks the crew member may be required to perform in order to guard particularly against cumulative fatigue.

Any operator-proposed special flight scheme, exemption or deviation must also address these general safeguards.

### 3.3 RESPONSIBILITIES

#### 3.3.1 OPERATOR RESPONSIBILITIES

A. The operator is prohibited by GCARs from assigning flight crew member to operate an aeroplane if it is known or suspected that the flight crew member is fatigued to the extent that the safety of flight may be adversely affected.

B. The additional operator responsibilities include—

- 1) Providing a documented process of policy, procedures and tracking methodology;
- 2) Providing training to ensure that the crew members understand the process and their responsibilities;
- 3) Providing crew assignment rosters;
- 4) Providing a records system that captures all required information and is properly retained;
- 5) Tracking the actual duty, flight and rest times;
- 6) Considering crew feedback and any exception reports for possible revisions to the roster or the process; and
- 7) Auditing the process to ensure that it continues to meet requirements and adapts to prevent undue fatigue.

#### 3.3.2 CREW RESPONSIBILITIES

A. The pilot in command is prohibited by GCARs from accepting an assignment to operate an aeroplane if it is known or suspected that any required flight crew member is fatigued to the extent that the safety of flight may be adversely affected.

The GCARs Part 8 and TD/OPS/14/01 specifically prohibit the crew member from accepting further flight duty when suffering from fatigue of such a nature as to adversely affect the safety of flight.

B. The additional crew responsibilities include—

- 1) Reviewing the roster to determine that their assignments comply with the requirements and limitations of the operations manual, GCAR Part 8 and TD/OPS/14/01.
- 2) Notification of the operator when it becomes apparent that the assignment or the actual flight time will exceed the maximum specified by regulation.



## AC 08-11-001: CREW FLIGHT DUTY TIME SCHEMES

3) Completing any required records that capture the times of the actual duty, flight and rest periods;

4) Ensuring that adequate rest is gained during their assigned rest periods; and

5) Providing feedback through established channels of situations where undue fatigue is occurring.

The PIC shall complete an exception report for all situations where the

- Duty or flight time exceeded the limitations; or
- Rest period was less than the required minimum.

### 3.4 RESPONSIBILITY FOR COMPANY DECISIONS

A. Responsibility within an operator's organization for issuing instructions and making decisions on questions of flight duty and rest periods and for processing discretion reports should be clearly defined and assigned to a member of the management personnel.

B. The name of the person concerned, or the title of the office that he holds, must be included in the Operations Manual.

## SECTION 4 GCAA APPROVAL PROCESS

A. For initial certification of an operator, the approval of the submitted policies and procedures associated with duty, flight and rest for crew members and other critical technical specialities will be accomplished during the document conformance phase.

- The pertinent manuals will be evaluated and accepted (or rejected) as a "whole."
- But the duty, flight and rest process will be separately approved.

B. Subsequent proposals regarding these policies and procedures, including the request for special FDT schemes, will be evaluated based on the proposed textual revisions only.

- A process that is completely in compliance with the GCAR Part 8 will receive final approval during the document conformance phase.
- No validation flights will be required.

- Again, this revised duty, flight and rest process as expressed in the documentation will be approved (or rejected) separately from the volumes of the operations manuals.

C. For an acceptable duty, flight and rest process that incorporates exemptions or deviations or is a "special" FDT schemes, the GCAA will issue an interim approval pending the completion of validation flights.

- During the validation flights, the GCAA inspectors will accompany the crews for the implementation of the process to determine the extent of fatigue experienced by the crew members.

## SECTION 5 REQUIRED OPERATOR SUBMISSIONS

### 5.1 IMPLEMENTATION OF PART 9 REQUIREMENTS

If the operator intends to comply with the GCAR Part 8.11 requirements without exception, they should provide, with their formal application, the following documents—

1) A cover letter, if submitting a revision for previously approved documents;

A cover letter is not required if these documents are submitted with the original AOC application.

2) A GCARs Part 8.11 Conformance Checklist;

- ◆ The completed checklists should provide manual references and operator comments outlining how the operator will comply with the requirements of Part 8.



## AC 08-11-001: CREW FLIGHT DUTY TIME SCHEMES

3) Operations manual(s) [or appropriate revisions to the manual(s)];

Typically this system will be described in more than one volume of the operations manual, such as—

◆ These documents should contain the full description of the process by which the employees will comply with the requirements of Part 9 including all policy, procedures, instructions and forms.

- Flight Operations Manual (for flight crew)
- Cabin Crew Members Manual (for cabin crew)
- Crew Scheduling Manual (for crew schedulers)

4) Flight Operations Training Manual, or [appropriate revisions to the manual];

◆ This document should contain training elements (usually found in the Company Procedures Indoctrination curriculum segment) that indicate that the operations personnel are to receive training on their role, policies and procedures for compliance with the duty, flight and duty limitations.

5) Copies of actual forms proposed for planning, recording and tracking of the flight, duty and rest requirements.

Copies of these forms and their completion instructions will be found in appropriate volume of the operations manual.

6) Software user instruction manual(s)

◆ This manual will be required if the operator intends to use computer software to comply with the requirements for planning, recording and tracking duty, flight and rest.

### 5.2 EXEMPTION OR DEVIATION

A. In addition to the normal submission documents, the operator must submit a request for exemption or deviation if there is intent not to comply with all requirements of GCARs Part 8.

Refer to AC 01-003 for guidance on requesting an exemption or deviating.

B. Operators should consider that the GCARs Part 8 requirements were developed to ensure that the crews do not experience fatigue that would cause them to make operational errors in the performance of their duties.

C. Typically, the GCAA will expect that the operators requesting exemptions or deviations to propose alternate requirements that provide an equivalent level of safety.

- For example, where the operator might request to be able to have more sectors per flight duty period, the GCAA will expect that the operator will reduce the total duty hours.
- The GCAA will also consider exemptions where the operator can show that his exemption request would conform to requirements of an internationally-recognized mature CAA.

### 5.3 SPECIAL FDT SCHEMES

A. GCARs Part 8 does provide for the operator to submit a "special FDT scheme."

The GCAA may require a special FDT scheme where relevant factors are not specifically addressed by GCARs Part 8

B. The special FDT scheme is normally proposed by the operators for operations and requirements that are not addressed in Part 8, such as the—

- 1) Number and direction of time zones crossed;
- 2) Time at which a flight duty period is scheduled to begin;
- 3) Number of planned and/or actual sectors within the flight duty period;



## AC 08-11-001: CREW FLIGHT DUTY TIME SCHEMES

- 4) Pattern of working and sleeping relative to the circadian rhythm or 24-hour physiological cycle of the flight or cabin crew;
- 5) Scheduling of rest periods off;
- 6) Sequence of early reporting times and late releases from duty; mixing early/late/ night duties; and
- 7) Flight operation characteristics, such as multiple short flight sectors or special aerodrome operations.

C. An approval of such an FDT scheme will be considered a "waiver" because the provision for the special scheme is included in Part 9.

But the GCAA review and approval process will be approached from the same perspective as consideration of an exemption.

D. Such a submission will be expected to be an integral part of the overall process described in the operations manual(s) during the original submission.

E. A cover letter should be included with the submission outlining—

- 1) Why a special FDT scheme is being requested; and

Otherwise, the document submission requirements must conform to those outlined in paragraph 4.1 of this circular.

- 2) Why this particular FDT scheme will provide an equivalent level of public safety by ensuring the crew fatigue will not impair the performance of their duties.

## SECTION 6 REQUIRED RECORDS

### 6.1 GENERAL REQUIREMENTS

A. Operators are required to maintain and provide readily interpreted records for each crew member. It follows that there must be suitable arrangements for collecting the information necessary to compile the records. Accurate records are essential to persons responsible for the rostering of crew member.

B. The operator must ensure that the records generated to support the process are—

- 1) Kept updated as necessary to ensure that all assignments will meet the applicable requirements;
- 2) Retained for a minimum of 90 days;
- 3) Retained at a location that is accessible to the GCAA at all times during the operations of aircraft; and
- 4) Secured by a person that has been identified to the GCAA.

The GCAA may require that copies of pertinent records should be delivered to their offices for further review.

C. Flight crew members should be required by the operator to maintain a personal record of their daily flight time.

D. The methodology for the use of computer software for planning, tracking and retaining of these records requires a separate approval of the GCAA.

Refer to AC 00-006 for specific guidance for acceptable computer record keeping methods.



## AC 08-11-001: CREW FLIGHT DUTY TIME SCHEMES

### 6.2 CONTENTS OF PLANNING & TRACKING RECORDS

The operator shall ensure that the crew duty and flight time records for each flight and cabin crew member contains at least the following information—

Refer to Appendix A of this AC for an example of a hard-copy record for a small operator.

- 1) The AOC holder's company name;
- 2) The crew members full name and employee identification number, if applicable;
- 3) A running summary of number of hours flown in the past—
  - (a) 12 months;
  - (b) 30 days;
  - (c) 7 days;
  - (d) 24 hours; and
- 4) A running summary of the landings in the past 24 hours.
- 5) If the flight time is scheduled more than 24 hours in advance, a daily record by date, of the assigned duty times, flight times and projected rest periods;
- 6) A daily record by date, with an hourly display of the actual time spent showing the beginning and the end of each period of—
  - (a) Duty, including duty aloft;
  - (b) Flight time in commercial air transport, aerial work activities; and any other activity that required the application of the crew member's commercial or airline transport pilot privileges.
  - (c) Required rest.
- 7) A provision for the certification of at least each 30 calendar days of records by the crew member and the person making the assignments and entries.

### 6.3 EXCEPTION REPORTS

A. The operator must provide, with their proposed FDT scheme, exception reports that are to be used by the PIC to report situations where the maximum duty or flight time has been exceeded or the minimum time for a rest period was not met.

B. This report will provide for the collection of the—

- 1) Crew members affected;
- 2) Their scheduled time period;
- 3) Actual time period experienced;
- 4) Reason for the exception;
- 5) Relevant factors;
- 6) PIC recommendation for future roster adaptation to avoid this situations; and
- 7) Operator's decision regarding the need for adaptation of the roster to preclude re-occurrence.

The operator must review each exception report as soon as possible after the situation to determine if an adaptation to the roster is necessary.

C. Exception reports must be retained for 180 calendar days.



## AC 08-11-001: CREW FLIGHT DUTY TIME SCHEMES

**SECTION 7 SCHEDULING OF CREW MEMBERS****7.1 SCHEDULING CREW MEMBERS****7.1.1 PREPARE & PUBLISH A DUTY ROSTER**

A. Duty rosters should be prepared and published sufficiently in advance to provide flight and cabin crew members the opportunity to plan adequate rest.

For scheduled airlines, rosters should cover a period of at least 30 days.  
The roster for other operators should contain at least the known flight operations.

B. Consideration should be given to the cumulative effects of undertaking long duty hours interspersed with minimum rest, and of avoiding rosters that result in the serious disruption of an established pattern of working and sleeping.

In order to avoid any detriment to a flight or cabin crew member's performance, opportunities to consume a meal must be arranged when the flight duty period exceeds 4 hours.

**7.1.2 LOGICAL & PRACTICAL PLAN**

A. Flights should be planned to be completed within the allowable flight duty period taking into account the time necessary for the—

- 1) Pre-flight duties;
- 2) Flight;
- 3) Turn-around times;
- 4) Post-flight duties; and the nature of the operation.

B. Minimum rest periods needed to provide adequate rest should be planned considering the minimum regulation requirements and the arrangements for surface transportation and lodging.

**7.1.3 CONSIDERATION OF ON-GOING EXPERIENCE**

A. The rostering of crew members will consider both practical and on-going experience with the flight operations of the operator.

- The scheduling decision must be practical from the standpoint of known operational and servicing factors and ATC routing.
- It must also be adapted when the operator's on-going experience demonstrates that additional time is necessary to ensure that regulatory requirements are met and no undue fatigue is occurring

B. The operator shall also consider the exception reports filed for each exceedance situation and revised the rosters as necessary to ensure that they are practical.

A mandatory revision of the roster is required when the number of exceedance situations reach 10% of the flights conducted on that route.

**7.2 ESTABLISHMENT OF A HOME BASE**

A. A critical element in the scheduling of the crew members' duty, flight and rest periods is the establishment of a "home base."

B. The operator's policy/procedure manual will require the assignment of each crew member to a home base.

C. A crew member will normally start and end a duty period or a series of duty periods from that home base.

D. The crew member's home base should be assigned with a degree of permanence.



## AC 08-11-001: CREW FLIGHT DUTY TIME SCHEMES

**7.3 GENERAL CONSIDERATIONS DURING SCHEDULING**

A. Operators are expected to continually monitor and adapt their rostering to eliminate situations where it is apparent that undue fatigue may be occurring.

● The GCAA will periodically validate any questionable assignments to ensure that undue fatigue is occurring.

● The operator may be required to have a special scheme if the GCAA determines it to be necessary.

B. There are some general considerations that will impact fatigue that may necessitate that the operator's scheduling provide additional time for rest, such as the—

- 1) Number of sectors planned;
- 2) Local time at which duty begins;
- 3) Pattern of resting and sleeping relative to the crew member's circadian rhythm;
- 4) Organization of the working time; and
- 5) Augmentation of the flight crew.

C. In the case of helicopters and light aircraft, the number of landings and takeoffs, weather, landing sites, letdown aids, air traffic control are factors which particularly affect workload concentration resulting in increased fatigue and degradation in performance levels.

**7.4 DISRUPTION OF CIRCADIAN RHYTHM**

A. Special consideration should be given to the need to take due account of the circadian pattern of expected wakefulness during the day and sleep at night, when scheduling periods of duty and rest.

Disruption of the circadian system can lead to acute sleep deficits and cumulative sleep loss resulting in decrease in performance and alertness.

B. Flight duty periods occurring during the night will have a higher potential for reduced performance and alertness than those occurring during daytime.

- The window of circadian low is estimated to occur between 0200 and 0600 for individuals adapted to a usual day-wake/night-sleep pattern.
- For flight duty periods that cross 4 or more time zones, the window of circadian low continues to be referenced to 0200 to 0600 home-base time for the first 48 hours.
- If the crew member remains more than 48 hours away from home base, the window of circadian low is estimated to become 0200 to 0600 local time at the point of departure.
- Thus, the longer a crew member is away from home-base time zone over 4 hours, the more recovery time is needed for re-adjustment back to home-base time;

**SECTION 8 FLIGHT DUTY PERIODS****8.1 GENERAL REQUIREMENTS**

A. The definition of flight duty period is intended to cover a continuous period of duty that always includes a flight or series of flights for a flight or cabin crew member.

- It is meant to include all duties a crew member may be required to carry out from the moment he or she reports for duty until he or she completes the flight or series of flights and the aeroplane finally comes to rest and the engines are shut down.
- It is considered necessary that a flight duty period should be subject to limitations because a crew member's activities over extended periods would eventually induce fatigue (transient or cumulative) which could adversely affect the safety of a flight.



## AC 08-11-001: C REW FLIGHT DUTY TIME SCHEMES

B. A flight duty period does not include the period of time traveling the crew member's residence (or lodging) to the point of reporting for duty.

It is the responsibility of the flight or cabin crew member to report for duty in an adequately rested condition..

## 8.2 PRE- AND POST-FLIGHT DUTIES

A. Crew report times must realistically reflect the time required to complete pre-flight duties, both safety- and service-related (if appropriate), and post-flight duties to allow for the completion of checks and records.

Unless otherwise validated by the operator the standard allowance for these times shall be—  
 o 45 minutes for pre-flight duties; and  
 o 30 minutes for post-flight duties..

B. For record purposes, the pre-flight report time should count both as duty and as flight duty, and the post-flight allowance should count as duty.

C. The maximum flight duty period for cabin crew may be longer than that applicable to the flight crew by the difference in reporting time between flight crew and cabin crew.

## 8.3 EXCEEDING FDT LIMITATIONS

A. The regulations provide for exceeding flight times due to unforeseen circumstances

B. The authority to extend a flight duty period or reduce a rest period within the limitations established is vested in the pilot-in-command and requires coordination with the operator, where possible.

C. To take account of unexpected delays once a flight duty period that has been planned within the allowable limitations has commenced, provision should be made for minimizing the extent to which exceeding the limits may be permitted.

D. The extent to which a PIC is authorized in abnormal circumstances to exceed the operator's limitations on flight duty periods as described in his approved FDT scheme, must be clearly defined in the Operations Manual.

E. Instructions on this point should be clear and concise, so that a pilot in command can readily determine the extent of his discretionary powers.

## SECTION 9 OTHER DUTY PERIODS

All time spent on duty can induce fatigue in flight and cabin crew members and should therefore be taken into account when arranging rest periods for recovery.

### 9.1 TELEPHONE AVAILABILITY

A. When flight and cabin crew members are required to be available for contact over a brief period of time to receive instructions concerning a possible change of roster, that requirement should not prevent that crew member from having a rest period before reporting for duty.

B. The operator's policy regarding telephone availability must be included in the operations manual(s).

The time spent being available should not be counted as duty.

### 9.2 STANDBY PERIOD

A. Standby must be included as duty if it is likely to induce fatigue.



## AC 08-11-001: CREW FLIGHT DUTY TIME SCHEMES

B. The operator's policy for a "standby" period must be included in the operations manual(s) and should include the—

- 1) Definition of standby period.
- 2) Policy for the start and end times of standby;
- 3) Policy for notification of the crew member at least 8 hours in advance; and
- 4) Policy that any standby period should not exceed a maximum length of 10 hours;
- 5) The additional requirements related to an operator requirement for the crew member to standby at an airport.

Airport standby should be considered as part of a duty period and should be taken into account to calculate the minimum rest preceding a subsequent flight duty period.

C. When flight and cabin crew members are required to be on standby at an accommodation arranged by the operator, then adequate rest facilities should be provided.

### 9.3 POSITIONING ["DEADHEADING"]

#### 9.3.1 POSITIONING ASSIGNED BY OPERATOR

A. Time spent positioning in accordance with the operator's scheduling is part of a flight duty period when this time immediately precedes (i.e., without an intervening rest period) a flight duty period in which that person participates as a crew member.

● Any positioning required for the crew member to commute from their personal residence to the assigned home base is not duty.

● It is the responsibility of the flight or cabin crew member to report for duty in an adequately rested condition.

B. All time spent positioning counts as duty, and positioning followed by operating without an intervening rest period also counts as flight duty.

C. However, positioning should not count as an operating sector when planning or calculating a flight duty period.

#### 9.3.2 PERSONAL POSITIONING BY CREW MEMBERS

A. All crew members located outside a 30 to 45 minute commuting range from their residence to the reporting location at their home base will be required to advise the operator of this status.

● Operators must periodically review the crew member's commuting range and arrangements for rest.

● Crew members must make adequate arrangements to report in a rested condition.

B. Any positioning by the crew member to commute from their personal residence to the assigned home base is not duty.

C. It is the responsibility of the crew member to receive adequate rest in the 8 hours prior to reporting for duty.

### 9.4 COMMUTING TIME PRIOR TO START OF DUTY

A. Time spent in transit between the operator assigned place of rest and the place of reporting for duty is not normally counted as duty, even though it is a factor contributing to fatigue.

● The GCAA considers that more than 45 minutes of time in transit is excessive

● All time above 45 minutes in transit must be considered as a part of the subsequent duty period.

B. Excessive travelling time undertaken immediately before commencing a flight duty period could therefore detract from a crew member's ability to counter fatigue arising while on duty.



## AC 08-11-001: CREW FLIGHT DUTY TIME SCHEMES

**9.5 AUGMENTED CREWS .**

A. In formulating a special FDT scheme, the crew complement and the extent to which the various tasks to be performed can be divided among the flight or cabin crew members should be taken into account.

B. In the case where additional flight or cabin crew members are carried and facilities in the aeroplane are such that a flight or cabin crew member can obtain recuperative rest in a comfortable reclining seat, or in a bunk planned flight duty periods could be extended.

- Rest locations must be separated and screened from the flight deck and passengers
- These location should also be reasonably free from disturbance,
- Refer to AC 08-11-002 for more specific guidance on acceptable crew sleeping arrangements.

C. The composition and number of flight crew members carried to provide in-flight relief, and the quality of rest facilities provided, should determine the amount by which the basic flight duty period limitations may be extended. A sensible balance should be kept between the division of in-flight duty and rest.

D. The number of the cabin crew should be determined taking into account the rest facilities provided and other parameters linked to the operation of the flight.

E. The operator should ensure that flight and cabin crew members are notified prior to commencement of the rest period preceding the flight of the role they are required to undertake (i.e., main or relief crew), so that they can plan their pre-flight rest accordingly.

**SECTION 10 REST PERIODS****10.1 GENERAL REST PERIOD CONSIDERATIONS**

A. The definition of rest period requires that flight or cabin crew members be relieved of all duties for the purpose of recovering from fatigue.

B. The way in which this recovery is achieved is the responsibility of the flight or cabin crew member. Extended rest periods should be given on a regular basis.

C. Rest periods should not include standby if the conditions of the standby would not enable flight and cabin crew members to recover from fatigue.

D. Suitable accommodation on the ground is required at places where rest periods are taken in order to allow effective recovery.

**10.2 MINIMUM REST PERIOD CONSIDERATIONS****10.2.1 24 CONSECUTIVE HOUR PERIOD**

A. The need to ensure that crew are afforded the opportunity to obtain at least 8 consecutive hours of sleep in 24 hours in order to maintain alertness and performance and reduce the onset of fatigue and subsequent awake performance.

B. It is emphasized that the minimum rest period scheduled prior to a period of duty must take account of—

- Travel time to and from the rest facility;
- Hotel check in/out time; and
- Time for personal hygiene and meals;
- Allowing 8 consecutive hours of sleep opportunity in suitable accommodation.

C. Typically, this translates into a minimum scheduled rest period of 10 hours.

## AC 08-11-001: CREW FLIGHT DUTY TIME SCHEMES

- However, to allow recovery from the fatigue associated with an extended flight duty period, the minimum rest period following a period of extended flight duty should be at least as long as the preceding duty period;

### 10.2.2 SEVEN-DAY (WEEKLY) PERIODS

A. Longer rest periods should be granted on a regular basis to preclude cumulative fatigue.

Recovery is important to reduce cumulative effects and to return an individual to usual levels of performance and alertness.

B. In this respect, weekly recovery periods are more effective than monthly recovery periods.

- Studies have shown that 2 nights of an individual's usual sleep requirement would typically restore acceptable levels of alertness and performance;

### 10.3 COMMUTING TIME PRIOR TO START OF REST

A. Time spent in transit to a place of rest following completion of the post-flight duties is normally counted as a part of the rest period.

●The GCAA considers situations to excessive where the commuting time is more than 30 minutes of time in transit is excessive

B. Excessive commuting time will delay the start of the rest period.

●All time of more than 30 minutes in transit must be added to the prior duty period to compute the actual start time for the rest period.

### 10.4 REDUCING A REST PERIOD

A. Each applicable volume of the operations manual should contain policy and procedure specifically addressing the extent to which any reduction of rest below that ordinarily required may be allowed in cases where flexibility to recover a delayed schedule is sought.

B. Minimum rest periods may be reduced in unforeseen operational circumstances by no more than 1 hour only in accordance with the guidance in the operations manual.

An exception report must be filed by the PIC when a minimum rest period is reduced.

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## AC 08-11-001: CREW FLIGHT DUTY TIME SCHEMES

APPENDIX A Example Flight Duty  
Time Record

## AIR TAXI FLIGHT TIME RECORD

Flight Number		Date		Time		Location		Altitude		Speed		Fuel		Remarks	
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2															
3															
4															
5															
6															
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I certify that the information contained on this page is correct and true  
 and that the same is the responsibility of the pilot of the aircraft.

Signature



## AC 08-11-001: CREW FLIGHT DUTY TIME SCHEMES

## AIR TAXI FLIGHT TIME RECORD

	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539
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- 1-1000 is based on 1000 - the approximate number of persons off-balance that apply to dangerous loans
- 2 - assumes for the example herein, a paid representative duty of 7 AMM with a one-payoff that begins the process, night on 12 Feb
- 3 - further depending on the 120 - 1000, for example, conditions and public health issues under the 1000
- 4 - On this, we are duty to the lower and 1000 (see 1000 for details) at 7 AMM, serving as the indicator, and 1000 (see 1000 for details)
- 5 - The estimated cost, night from, when it is 1000 (see 1000 for the process) and then begins being on 12 Feb, 2 was a significant expense, starting on 12 Feb
- 6 - It is expected that night from, there is a significant change in the cost of 1000, 2 was a significant expense, starting on 12 Feb
- 7 - Further, the 1000 is based on, the 1000 being the 1000, 2 was a significant expense, starting on 12 Feb
- 8 - and lower to estimate this, there is a significant change in the cost of 1000, 2 was a significant expense, starting on 12 Feb
- 9 - the indicator applied on 12 Feb (1000) and the 1000 being the 1000, 2 was a significant expense, starting on 12 Feb

[illegible]

\* 1997 Models only. \*\* See your dealer for more information.

\* 4000 Holders and 11 "T" bus stop numbers

\*ASC holders may change PC for another day's flight any number of times for the number of seats provided in the listing of the reservation. Maximum 1 year.

DECLARATION	DECLARANT'S SIGNATURE	DATE OF SIGNATURE
I hereby declare that the information furnished herein is true and correct to the best of my knowledge and belief.		

I certify that the information furnished on this page is a true and correct copy of the original and that the information furnished on this page is a true and correct copy of the original and that the information furnished on this page is a true and correct copy of the original.	Signature
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**End of Advisory Circular**



GHANA  
CIVIL AVIATION AUTHORITY

**ADVISORY CIRCULAR**  
**AC 08-11-002**

**ACCEPTABLE INFLIGHT CREW SLEEPING  
QUARTERS & REST FACILITIES**

**SECTION 1 GENERAL**

**1.1 PURPOSE**

This advisory circular (AC) provides guidance for methods which will be acceptable to the Ghana Civil Aviation Authority (GCAA). An operator should use this circular to obtain a satisfactory GCAA finding regarding the adequacy of onboard sleeping quarters for compliance with Ghana Civil Aviation (Safety) Regulations (GCARs) Part 8 and TD/OPS/14/01.

**1.2 STATUS OF THIS ADVISORY CIRCULAR**

This AC is an original issuance.

**1.3 BACKGROUND**

A. The operator is required to provide adequate sleeping quarters and rest facilities that are acceptable to GCAA when assigning crew members to

Sleep of adequate quality and duration is needed during long-range flights to reduce sleepiness and improve flight crewmember performance during critical phases of flight.

B. These sleeping quarters and rest facilities would be used by flight crew members to obtain sleep of adequate quality during duty aloft for flights scheduled for more than 12 hours during any 24-consecutive hours.

C. This AC also references acceptable criteria which may be used for the design and installation of flight crew sleeping quarters and rest facilities on commercial transport aircraft capable of long-range operations with augmented or enlarged flight crew complements.

If, in addition to providing sleeping quarters, an operator voluntarily provides an area for storing personal articles and for changing clothing, then this AC also provides useful information and advice for their design and installation.

**1.4 APPLICABILITY**

This advisory circular is applicable to all turbine aircraft and aircraft with a gross takeoff weight of more than 5700kg when operated in flight that require augmented or enlarged flight crew complements in order to comply with the flight duty and rest period requirements.

- Advisory Circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.
- Where a regulation contains the words "prescribed by the Authority," the AC may be considered to "prescribe" a viable method of compliance, but status of that "prescription" is always "guidance" (never regulation).



## AC 08-11-002: INFLIGHT CREW REST FACILITIES

### 1.5 RELATED REGULATIONS

The following regulations are directly applicable to the guidance contained in this advisory circular—

- GCAR Part 8, Flight, Duty and Rest Period Requirements
- GCAR Part 9, AOC Certification and Administration

### 1.6 RELATED READING MATERIAL

#### A. Ghana Civil Aviation Authority

- AC 08-11-001 Flight Duty Time Limitations

This advisory circular and copies of these regulations may be obtained from the GCAA Safety Regulations Department.

#### B. Society of Automotive Engineers (SAE)

- Aerospace Recommended Practice (ARP) 4101/3, Crew Rest Facilities

The SAE documents may be obtained for a fee from—

- ARP4101, Flight Deck Layout and Facilities, for the design and installation of flight crew sleeping quarters and rest facilities.

- The Engineering Society for Advancing Mobility Land, Sea, Air, and Space International

- 400 Commonwealth Drive

- Warrendale, PA 15096-0001, United States

- SAE ARP1323, Type Measurements of Aircraft Interior Sound Pressure Levels During Cruise.

- SAE ARP4245, Quantities for Description of the Acoustical Environment in the Interior of the Aircraft.

## SECTION 2 DEFINITIONS

A. For purposes of this advisory circular, these terms are defined as follows—

1) **Flight Crew Rest Facilities.** An area designed for the purpose of obtaining sleep, stowing personal articles, and changing clothes in privacy for off-duty flight crew. the flight crew sleeping quarters may be an integral part of a flight crew rest facility.

2) **Flight Crew Sleeping Quarters.** Any area designated for the purpose of obtaining sleep in an isolated space with a horizontal sleeping surface for off-duty flight crew.

3) **Sleeping Surface.** Any horizontal surface such as a bed or bunk the meets the guidelines referenced in this AC.

4) **Free Space.** An area designated for the use of the crew to change and stow clothing.

B. The following acronyms and abbreviations are used in this advisory circular—

- 1) AC – Advisory Circular
- 2) ARP – Aerospace Recommended Practise
- 3) GCAA – Ghana Civil Aviation Authority
- 4) GCARs – Ghana Civil Aviation Regulations
- 5) SAE – Society for Automotive Engineers



## AC 08-11-002: INFLIGHT CREW REST FACILITIES

## SECTION 3 OPERATIONAL CONSIDERATIONS

## 3.1 FLIGHT CREW SLEEPING QUARTERS &amp; REST FACILITIES

## 3.1.1 GENERAL POLICY

A. The location of flight crew sleeping quarters or rest facilities in an aircraft is an important decision that should be based on an analysis of the following factors to ensure that adequate environment is provided to enable flight crewmembers to obtain sleep of adequate quality.

B. There should be a sufficient number of sleeping surfaces provided to accommodate the maximum number of flight crewmembers that would be expected to use these surfaces during the same period of time.

## 3.1.2 ADEQUATE VOLUME

A. For flight crew sleeping quarters, adequate volume should be provided for sleeping.

The recommended sleeping space volume per individual is 1.0 m<sup>3</sup>

B. For flight crew rest facilities, adequate volume should be provided for sleeping, personal articles storage, and changing of clothes. The following volumes are recommended—

1) Individual sleeping space volume: 1.0 m<sup>3</sup>

2) Free space adjacent to the sleeping surfaces for ingress and egress and changing of clothes: 1.85 m<sup>3</sup>

## 3.2 SLEEPING SURFACES

The following are acceptable criteria for sleeping surfaces—

1) Dimensions for each sleeping surface of 1.98 x 0.76m (78 x 30 inches).

2) The sleeping surfaces should be designed so that they are as level as practicable during cruise flight.

3) Suitable means should be provided to ensure occupant privacy for each sleeping surface area

Curtains in an over-and-under arrangement or a divider curtain in a side-by-side arrangement would be an acceptable means.

## 3.3 ISOLATION

A. The flight crew rest facility or flight crew sleeping quarters should be in a location where intrusive noise, odors, and vibration have minimum affect on sleep.

B. The spectrum of the sound within these areas should be limited to broadband without annoying tones.

Special attention should be given to the existence of doors, passenger convenience systems, public address systems, etc., in the immediate area to minimize intrusive noise.

C. A noise level during cruise flight in the range of 70 to 75 dB(A) is considered a reasonable design objective.

## 3.4 ENVIRONMENTAL

A. Airflow and temperature control should provide a uniformly well-ventilated atmosphere free from drafts, cold spots, and temperature gradient.

B. The sleeping surface area shall be a nonsmoking area.



## AC 08-11-002: INFLIGHT CREW REST FACILITIES

### 3.5 PUBLIC ADDRESS SYSTEM

The public address system or an alternative means should include provisions to provide only relevant information to flight crewmembers in the flight crew rest facility

Relevant information would include—

- Fire in flight
- Aircraft depressurization
- Preparation of compartment occupants for landing

### 3.6 EMERGENCY LIGHTING

Emergency lighting should be provided in flight crew rest facilities.

### 3.7 STOWAGE & RESTRAINTS

Suitable personal articles stowage and occupant restraint systems must be provided to each occupant of sleeping surfaces as well as each occupant of any seats located in flight crew rest facilities.

### 3.8 EMERGENCY & OTHER EQUIPMENT

A. Approved oxygen equipment must be provided for each crewmember who uses a sleeping surface and flight crew rest facility seat.

B. One or more lighted "FASTEN SEAT BELTS" signs within the view of the occupants of each sleeping surface and seat located within a flight crew rest facility.

#### 3.8.1 SMOKING FACILITIES?

A. If the operating rules and the operator permit smoking in a flight crew rest facility, the following apply—

- 1) One or more lighted "NO SMOKING" signs within the view of the occupants of each sleeping surface and seat located in the facility should be provided; and
- 2) An adequate number of self-contained, removable ashtrays for each seat in the facility must be provided.

B. If the operating rules and the operator do not permit smoking in a flight crew rest facility, then one or more "NO SMOKING" placards legible to the occupants of each sleeping surface and seat located in the facility should be provided.

## SECTION 4 REQUEST FOR ADEQUACY DETERMINATION FINDING

A. If the operator wants a formal GCAA determination on the adequacy of flight crew sleeping quarters and flight crew rest facility installations, such requests should be forwarded to the GCAA Safety Regulations Department.

B. The GCAA will conduct an evaluation and decision regarding whether or not to issue a finding that proposed installations are adequate for their intended function under the regulations and this advisory circular.

C. Operators can have their crewmembers use sleeping quarters without a formal GCAA adequacy determination.

Without this determination, enforcement action may be taken if the GCAA later determines that such sleeping quarters were inadequate.

*End of Advisory Circular 08-11-002*



## ENVIRONMENTAL PROTECTION AGENCY

## EAA DEPARTMENT

PERMITS ISSUED FROM 2013-07-31 TO 2013-12-31

## REPORT STATISTICS

Number of Permits Returned : 333	SECTOR	Total No.	REGIONS	Total No.	Level of Assessment	Total No.
	Agriculture	2	Ashanti	86	AER	92
	Energy	193	Brong Ahafo	45	EA1	202
	General	105	Central	25	EA2	30
	Construction	14	Eastern	10	EM1	4
	Health	2	Greater Accra	54	HC1	1
	Manufacturing	1	Northern	29	PER	3
	Mining	14	Upper East	6	SEA/ESMF	1
	Tourism	1	Upper West	7		
	Transportation	1	Volta	7		
	Wildlife & Forestry	1	Western	64		

## DETAILED REPORT

Company Name	Type of Project	Sector	Location	Region	Permit No.	Date Issued	Level of Assessment
MOHAMMED SALIA SERVICE STATION(UNION OIL)	FUEL SERVICE STATION	Energy	ANYINASOSU	Ashanti	ASCE005420102	2013-08-28	EA1
MALLAM HAMMADI HADRA SERVICE STATION(PACIFIC OIL)	FUEL SERVICE STATION	Energy	SABIN AKROFROM	Ashanti	ASCE005700102	2013-11-12	EA1
B AND A CO. LTD	LPG STATION	Energy	ABOABO-KESE	Ashanti	ASCE005450102	2013-08-29	EA1
CARBO-MAX COMPANY LTD	CHARCOAL PRODUCTION PROJECT	Energy	JUASO	Ashanti	ASCE00520102	2013-11-08	EA1
A & G ENTERPRISE	RETAILING OF USED OIL AND SCRAP METALS	Energy	SUAME MAGAZINE	Ashanti	ASCE005100102	2013-11-05	EA1
MUCTAR MOHAMMED FILLING STATION	FUEL SERVICE STATION	Energy	ABIREM	Ashanti	ASCE004670102	2013-10-31	EA1
CROWN PETROLEUM GHANA LIMITED	FUEL SERVICE STATION	Energy	AHENEMA KOKOBEN	Ashanti	ASCE00323103	2013-10-30	EA1
ARKINGS PETROLEUM AND LPG	FUEL FILLING STATION AND LPG PLANT	Energy	HWEDIEM	Ashanti	ASCE00880103	2013-10-31	EA1
IBRAHIM IDDRISU PETROL FILLING STATION	fuel service station	Energy	OHWIM-AMNFR	Ashanti	ASCE001420103	2013-11-18	EA1
AHMED MOHAMMED FUEL & LPG SERVICE STATION	FUEL SERVICE STATION & LPG REFILLING PLANT	Energy	MAASE	Ashanti	ASCE005150102	2013-10-11	EA1



AMANKWAA OWUSU (STAR OIL CO. LTD.)	FUEL SERVICE STATION	Energy	ABREPO KESE	Ashanti	ASCE005350102	2013-08-21	EA1
MALLAM ISAKA YAHAYA(BANO OIL)	FUEL SERVICE STATION	Energy	KUNSU	Ashanti	ASCE005130102	2013-08-21	EA1
Pregiep Ventures Limited	Scrap metal and used oil retailing	Energy	Suame	Ashanti	BE: 870	2013-09-10	AER
Benab Oil Company Limited	Fuel Service Station	Energy	Brofeyedru	Ashanti	BE: 914	2013-11-20	AER
FOSMOR COMPANY LIMITED	RETAILING AND MARKETING OF PETROLIUM PRODUCTS	Energy	RAMIA	Ashanti	CE0037380102	2013-10-16	EA2
ADU FRIMPONG MANSO FILLING STATION	FUEL SERVICE STATION	Energy	ASEMPANEYE	Ashanti	ASCE005730102	2013-11-12	EA1
APPIAH KUSI OBODUM	LPG STATION	Energy	KONA	Ashanti	ASCE005510102	2013-08-28	EA1
NANA MORO YAKUBU SERVICE STATION (SO ENERGY)	FUEL SERVICE STATION	Energy	MANSO ABORE	Ashanti	ASCE005470102	2013-09-04	EA1
POPULAR TECHNOLOGIES (GH) LTD	LPG FILLING STATION	Energy	KYEKYERE-KRONUM	Ashanti	ASCE005750102	2013-11-12	EA1
KWEKU AGYEI SERVICE STATION(UNION OIL)	FUEL FILLING STATION	Energy	HWIDIEM	Ashanti	ASCE0070102	2013-08-30	EA1
Sonridom Petroleum Downstream	Fuel Filling Station	Energy	Tanoso	Ashanti	BE: 932	2013-11-27	AER
MOHAMED BANDAH SERVICE STATION(AGAPET)	FUEL SERVICE STATION	Energy	ASUOSO	Ashanti	ASCE0020102	2013-11-12	EA1
Kaabas Total Service Station	Fuel Service Station	Energy	Abuakwa-Manhyia	Ashanti	BE:864	2013-08-30	AER
KARIM YAKUBU FILLING STATION(PACIFI OIL)	FUEL SERVICE STATION	Energy	WAMDASE	Ashanti	ASCE005430102	2013-08-28	EA1
BEKWA MODEX OIL SERVICE STATION	FUEL SERVICE STATION	Energy	BEKWA	Ashanti	ASCE001900102	2013-08-28	EA1
Petrobay Company Limited	Fuel Service Station	Energy	Juansa	Ashanti	BE: 859	2013-08-27	AER
QUANTUM TERMINALS LTD	PETROLEUM DEPOT AND LOADING GANTRY	Energy	KAASE	Ashanti	ASCE005280102	2013-08-23	EA1
GRACE PETROLEUM COMPANY	FUEL SERVICE STATION	Energy	KYIRAPATRE	Ashanti	ASCE00330102	2013-08-28	EA1
OSEI GYASI LPG STATION	LPG REFILLING PLANT	Energy	APPIADU	Ashanti	ASCE001060102	2013-08-28	EA1
radiance petroleum ltd	FUEL SERVICE STATION	Energy	akomadan	Ashanti	ASCE0050102	2013-11-14	EA1
OSEI GYASI LPG STATION	LPG REFILLING PLANT	Energy	NKORANSA	Ashanti	ASCE005440102	2013-08-28	EA1
alhassan bissah fuel service station	RETAILING OF PETROLEUM PRODUCTS	Energy	ahwiaa	Ashanti	ASCE005710102	2013-11-25	EA1
FUMA FUEL SERVICE STATION	FUEL SERVICE STATION	Energy	MIM	Ashanti	ASCE005650102	2013-11-25	EA1
ANTOA FILLING STATION	FUEL SERVICE STATION	Energy	ANTOA	Ashanti	ASCE005590102	2013-11-28	EA1



AWUDU KARIM FUEL SERVICE STATION	FSS	Energy	PANKRONO-ATIMATIM	Ashanti	BE/834	2013-07-31	AER
MALLAM MUSA FILLING STATION	fuel service station	Energy	ASOKWA-JUNCTION OBUASI	Ashanti	ASCE005860102	2013-12-11	EA1
zakari ahmed	fuel service station	Energy	jacubo	Ashanti	ASCE005410102	2013-09-18	EA1
marcus adu gyamfi	fuel service station	Energy	manukrom	Ashanti	ASCE005310102	2013-09-18	EA1
ALHAJI SEIDU HALIDU GOIL FUEL SERVICE STATION	FUEL SERVICE STATION	Energy	NKENKENSO	Ashanti	ASCE005800102	2013-12-16	EA1
KOMFATHER LPG	LPG REFILLING STATION	Energy	BUOHO	Ashanti	ASCE005340102	2013-08-05	EA1
APPI-KAY ENTERPRISE	FUEL SERVICE STATION	Energy	SABIN AKROFROM	Ashanti	ASCE005390102	2013-08-05	EA1
SIDI ABUBAKARI FUEL SERVICE STATION	FUEL SERVICE STATION	Energy	ATWIMA KOFORIDUA	Ashanti	ASCE005560102	2013-12-16	EA1
SULEMANA ABDULAI SERVICE STATION	FUEL SERVICE STATION	Energy	TABERE	Ashanti	ASCE005860102	2013-12-16	EA1
Total Petroleum Ghana Limited	Fuel Service Station	Energy	Kaase	Ashanti	BE: 2318	2013-07-31	AER
Awudu karim Fuel Service Station	Fuel Service Station	Energy	Pankrono-Atimatim	Ashanti	BE: 834	2013-07-31	AER
pacific oil ghana limited	fuel service station	Energy	tafo nhyiaeso	Ashanti	ASCE00860102	2013-09-18	EA1
TOTAL PETROLEUM GHANA LIMITED	FUEL SERVICE STATION	Energy	KAASE	Ashanti	ASCE005250102	2013-08-01	EA1
Felicia Manu Filling Station	Fuel Filling Station	Energy	Asempanaye	Ashanti	BE: 877	2013-09-30	AER
ANTOA GAS STATION	GAS FILLING STATION	Energy	ANTOA	Ashanti	ASCE005680102	2013-11-28	EA1
GOIL GHANA	FSS	Energy	BOETE	Ashanti	ASCE005220102	2013-08-29	EA1
AHMED MOHAMMED FUEL AND LPG SERVICE STATION	FUEL AND LPG SERVICE STATION	Energy	MAASE	Ashanti	ASCE005150102	2013-10-11	EA1
UNITY OIL COMPANY LIMYED	FUEL SERVICE STATION	Energy	YENYOWOSO	Ashanti	ASCE005690102	2013-11-25	EA1
BENJAMIN AMPOMAH	FILLING STATION	Energy	NEW ADUBIASE	Ashanti	BE/839	2013-08-13	AER
YAW ANOKYE SARFO SERVICE STATION	FUEL SERVICES STATION	Energy	ASAMANKAMA	Ashanti	ASCE0040102	2013-10-11	EA1
BANDOFAM	INVESTMENT COMPANY	Energy	TANOSO	Ashanti	BE/841	2013-08-13	AER
OFFINSO ASAMANKAMA GOIL FILLING STATION	FUEL SERVICE STATION	Energy	OFFINSO ASAMANKAMA	Ashanti	ASCE005570102	2013-11-25	EA1
ADMABS INVESTMENT LIMITED	GOIL FUEL SERVICE STATION	Energy	ABOFOUR	Ashanti	ASCE004170102	2013-08-13	EA1
geo-medics company ltd	lpg refilling station	Energy	nylnahln	Ashanti	ASCE005500102	2013-11-26	EA1
RBA GOODNESS ENTERPRISE	FUEL SERVICE STATION	Energy	TAKYIKROM	Ashanti	ASCE005600102	2013-11-26	EA1
ATC TOWER GHANA LIMITED	MAST	General Construction	SANTASI	Ashanti	CI002260102	2013-09-25	EA1



ADAB SAS MATERNITY HOME	MATERNITY HOME	General Construction	AMANSIE	Ashanti	ASCH00300102	2013-08-29	EA1
APM TERMINALS GHANA LIMITED	CONTAINER TERMINAL	General Construction	KAASE	Ashanti	ASC100550102	2013-10-03	EA1
OPEN GATES HOSPITAL	HOSPITAL	General Construction	SANTASI	Ashanti	CH001850102	2013-08-28	EA1
Obuasi Municipal Assembly	Urban Devt grant sub-project	General Construction	Obuasi	Ashanti	CI0023830102	2013-09-17	EA1
Zomrion Ghana Limited	Composting, Sorting and Material Recovery Plant	General Construction	Adagya	Ashanti	ASCH001660102	2013-09-10	EA2
ATC TOWER GHANA LTD	TELECOMMUNICATION MAST	General Construction	EJURA-NKWANTA	Ashanti	CI0022600903	2013-10-04	AER
HTG MANAGED SERVICES LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES OPERATION AT THREE (3) SITES IN THE ASHANTI REGION	General Construction	ODUOM, ABUAKWA- ASEMEMASO AND AYIGYA	Ashanti	CI002330202	2013-09-09	EA1
MAC'BENNET HOTEL	4 CHARLETS HOTEL	General Construction	ADAKO-JACHIE	Ashanti	ASCT001440102	2013-08-28	EA1
HTG MANAGED SERVICES LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES OPERATION AT FIFTEEN (15) SITES IN THE BRONG AHAFO REGION	General Construction	DAWADAWA, SUNYANI NEW, ASARE REPEATER, JEMA, GOASO, WENCHI, ATEBUBU, KWAME DANSO, NKORANZA, MIM, DORMAA AHENKRO, NKRANKWANTA, TECHIMAN, KINTAMPO AND B	Ashanti	CI0021940302	2013-09-09	EA1
HTG MANAGED SERVICES LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES OPERATION AT THREE (3) SITES IN THE ASHANTI REGION	General Construction	ADUM-KUMASI, PAMPASO AND SANTASE	Ashanti	CI0023300102	2013-09-09	EA1
ATC TOWER GHANA LTD	TELECOMMUNICATION MAST	General Construction	SANTASI ROUNDABOUT	Ashanti	CI0022600703	2013-10-04	AER
HTG MANAGED SERVICES LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES OPERATION AT THREE (3) IN THE ASHANTI REGION	General Construction	ADUM-KUMASI, PAMPASO AND SANTASE	Ashanti	CI0023300102	2013-09-09	EA1
AKOMA PHARMACEUTICALS LTD	LIQUID PHARMACEUTICAL PRODUCTS	General Construction	ADUM-KUMASI	Ashanti	ASCU00500102	2013-08-28	EA1
GUARANTY TRUST BANK GHANA LIMITED	CONSTRUCTION OF A THREE STOREY BUILDING AND A BANKING HALL	General Construction	ADUM PAMPASO	Ashanti	ASCI0024390102	2013-11-28	EA1
EATON TOWERS GHANA LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES	General Construction	KOKOTEASUA AND TWEDIE	Ashanti	CI0022150202	2013-11-18	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	MAAKRO, KENTINKRONU 2, ANLOGA, KROPO, ABUSUAKRUWA, AKROM, SEPE DOTE, MAAKRO 2, MEDUMA NKENKENSU, OBUASI 3, ANTWEDIE, AKOKOAMONG,	Ashanti	CI0022601303	2013-11-14	EA1



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THE METHODIST CHURCH GHANA	K.O METHODIST LANDS REDEVELOPMENT	General Construction	KEJETIA- KUMASI	Ashanti	GI00540102	2013-12-19	EA1
Quality Health Care	Hospital	Health	Mbrom	Ashanti	BE: 869	2013-09-10	AER
WASHIE HOSPITAL	HOSPITALITY FACILITY	Health	AHODWO	Ashanti	ASCH001840102	2013-10-31	EA1
Church Of Christ Mission Clinic	Clinic	Health	Bomso	Ashanti	BE:858	2013-08-26	AER
MAUD MEMORIAL CLINIC AND MATERNITY HOME	CLINIC AND MATERNITY HOME	Health	AHINSAN	Ashanti	ASCH001620102	2013-10-07	EA1
SDA Hospital	Hospital	Health	Kwadaso	Ashanti	BE: 2326	2013-12-11	HC1
OBUASI SCRAP DEALERS ASSOCIATION	DEAL IN ALL TYPES OF SCRAPS	Manufacturing	TASIMAN	Ashanti	ASCE005870102	2013-12-12	EA1
Piri Piri Restaurant LTD	Restaurant	Tourism	Adiebeba-Kumasi	Ashanti	BE:2391	2013-08-26	EM1
Piri Piri Restaurant Limited	Restaurant	Tourism	Adiebeba	Ashanti	BE: 2319	2013-09-09	EM1
chariset hotel	hotel	Tourism	ahodwo	Ashanti	ASCT00470102	2013-12-17	EM1
Dormaa Ahenkoro	Fuel Service Station	Energy	Dormaa Ahenkoro	Brong Ahafo	BE:854	2013-08-20	AER
Sankore Total Service Station	Fuel Service Station	Energy	Sankore	Brong Ahafo	BE:855	2013-08-20	AER
Quantum Petroleum Company Limited	Fuel Service Station	Energy	Twimea-Nkwata	Brong Ahafo	BE: 913	2013-11-20	AER
TOP OIL	FUEL SERVICE	Energy	NOBEKAW	Brong Ahafo	BE/842	2013-08-13	AER
DUKES	OIL FILLING STATION	Energy	KWADWOFOBEHU	Brong Ahafo	BE/843	2013-08-14	AER
Excel Oil Company Limited	Fuel Service Station	Energy	Abeslm-Sunyani	Brong Ahafo	BE: 879	2013-10-01	AER
Techiman Fuel Service Station	Fuel Service Station	Energy	Techiman	Brong Ahafo	BE: 846	2013-08-20	AER
Frimps Oil Company Limited	Fuel Filling Station	Energy	Sunyani	Brong Ahafo	BE: 883	2013-10-09	AER
Lopez Prestige Gas Station	LPG Station	Energy	Nkoranza	Brong Ahafo	BE: 874	2013-09-18	AER
WENCHI 2 TOTAL FUEL SERVICE STATION	Fuel Service Station	Energy	Wenchi	Brong Ahafo	BE:847	2013-08-20	AER
Kintampo Total Fuel Filling Station	Fuel Service Service	Energy	Kintampo	Brong Ahafo	BE:848	2013-08-20	AER
Yeji Fuel Service Station	Fuel Service Station	Energy	Yeji	Brong Ahafo	BE: 849	2013-08-20	AER
Goli Fuel Filling Station	Fuel filling station	Energy	Sampa	Brong Ahafo	BE: 2324	2013-11-08	EA1
Excel Oil Company Limited	Fuel Service Station	Energy	Berekum	Brong Ahafo	BE: 903	2013-11-08	AER
EV Oil Company LTD	Fuel Service Station	Energy	Duayaw-Nkwanta	Brong Ahafo	BE:856	2013-08-26	AER
Goli Fuel Filling Station	Fuel filling station	Energy	Techiman	Brong Ahafo	BE: 2323	2013-11-08	EA1
Goli Fuel Filling Station	Fuel filling station	Energy	Yeji	Brong Ahafo	BE: 2322	2013-11-08	EA1
Ayakomaso Total Fuel Service Station	Fuel Service Station	Energy	Ayakomaso	Brong Ahafo	BE: 853	2013-08-20	AER
Goli Filling Station	Fuel Filling Station	Energy	Wamfie	Brong Ahafo	BE:857	2013-08-26	AER



Ayakomaso Total Fuel Service Station	Fuel Service Station	Energy	Ayakomaso	Brong Ahafo	BE: 853	2013-08-20	AER
Galaxy Oil Company Limited	Fuel Filling Station	Energy	Techiman	Brong Ahafo	BE: 911	2013-11-13	AER
Grace Oil Fuel Service Station	Fuel Service Station	Energy	Tanoso	Brong Ahafo	BE: 863	2013-08-30	AER
Goaso Total Fuel Service Station	Fuel Service Station	Energy	Goaso	Brong Ahafo	BE: 852	2013-08-20	AER
Sunyani-East Total Fuel Service Station	Fuel Service Station	Energy	Sunyani	Brong Ahafo	BE: 850	2013-08-20	AER
Berekum 2 Total Fuel Service Station	Fuel Service Station	Energy	Berekum	Brong Ahafo	BE: 845	2013-08-20	AER
HTG Management services	TELECOMMUNICATION MAST	General Construction	DORMAA AHENKRO	Brong Ahafo	CI0021940102	2013-08-26	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	NEW DROBO	Brong Ahafo	CI0021171303	2013-12-13	EA1
EATON TOWERS GHANA LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES	General Construction	ADIOKOR NO. 2	Brong Ahafo	CI0024160102	2013-11-18	EA1
ATC Tower Ghana Ltd.	TELECOM MASTS	General Construction	Gonokrom	Brong Ahafo	CI0021171002	2013-09-17	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES	General Construction	KINTAMPO 2, WENCHI 2, TANOSO 1, BUI, SUNYANI ABBATOIR, SUNYANI 5, KUKUOM, WIAMOASE, DAMRA NKWANTA, SIKA	Brong Ahafo	CI0021171203	2013-10-18	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES	General Construction	PRANG, TECHIMAN 2, TECHIMAN 1, BECHEM, DORMAAH, NKORANZA, NSUATRE, TUOBODOM, ABESEM, AWOROWA, TANOSO 2, ATUNA, NKWABENG, BECHEM 2, SUNYANI 6, NEW DORM	Brong Ahafo	CI0021171103	2013-10-18	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	KINTAMPO-2, WENCHI-2, TANOSO-1, BUI, SUNYANI ABBATOIR, SUNYANI-5, KUKUOM, WIAMOASE, DAMRA NKWANTA AND SIKA	Brong Ahafo	CI0021171203	2013-10-18	EA1
HTG MANAGED SERVICES LIMITED	TELECOMMUNICATION MAST	General Construction	DOMASUA And LIBERATION BARRACKS	Brong Ahafo	CI0021940105	2013-11-01	EA1
VIDA'S MATERNITY HOME	MATERNITY HOME	Health	KUAMESEIKROM	Brong Ahafo	BE/838	2013-08-13	AER
VIDA'S MATERNITY HOME	MATERNITY HOME	Health	KUAMESEIKROM	Brong Ahafo	BE/838	2013-08-13	AER
End Well Clinic	Clinic	Health	Adelso	Brong Ahafo	BE: 862	2013-08-30	AER
COOKCLEAN GHANA LIMITED	30TONNE PRODUCTION OF BRIQUETTES AND CHARCOAL FROM SAW DUST AND AGRICULTURAL FEEDSTOCK	Manufacturing	BEDIAKO (ASUNAFO NORTH DISTRICT)	Brong Ahafo	CU0010240102	2013-12-16	PER
Patoah Guest House	Hospitality	Tourism	Techiman	Brong Ahafo	BE: 886	2013-10-09	AER
Royal Plaza Hotel	Hospitality	Tourism	Nkoranza	Brong Ahafo	BE: 885	2013-10-09	AER



Orange Hotel	Hotel	Tourism	Bechem	Brong Ahafo	BE: 917	2013-11-20	AER
Nat Vision	Hospitality	Tourism	Kwadwofoobehu	Brong Ahafo	BE: 878	2013-10-01	AER
Benenge Hotel	Hotel	Tourism	Nkoranza	Brong Ahafo	BE: 875	2013-09-19	AER
ROSONA	HOTEL	Tourism	NKORANZA	Brong Ahafo	BE/837	2013-08-13	AER
Evachap Guest House	Guest House	Tourism	Ntotroso	Brong Ahafo	835	2013-07-31	AER
George Baryeh LPG station	LPG	Wildlife & Forestry	Goaso	Brong Ahafo	BE:2321	2013-11-07	AER
Total Petroleum Ghana Limited	Fuel Filling Station	Energy	Winneba	Central	BE: 920	2013-11-22	AER
Quantum Petroleum Company Limited	Fuel Service Station	Energy	Kasoa	Central	BE: 932	2013-11-27	AER
Total Petroleum Ghana Limited	Fuel Filling Station	Energy	Cape Coast	Central	BE: 922	2013-11-22	AER
Total Petroleum Ghana Limited	Fuel Filling Station	Energy	Bakano	Central	BE: 918	2013-11-22	AER
Total Petroleum Ghana Limited	Fuel Filling Station	Energy	Yamoransa	Central	BE: 921	2013-11-22	AER
Total Petroleum Ghana Limited	Fuel Service Station	Energy	Budumburam	Central	BE: 924	2013-11-22	AER
Total Petroleum Ghana Limited	Fuel Service Station	Energy	Assin Fosu	Central	BE: 923	2013-11-22	AER
Habeeb Abdulai Fuel Service Station	Fuel Service Station	Energy	Twifo Praso	Central	BE: 882	2013-10-09	AER
Glory Oil Company Limited	Fuel Filling Station	Energy	North Ola	Central	BE: 881	2013-10-09	AER
Samuel Baidoo LPG Station	LPG Refilling Station	Energy	Gomoa Nyame Nadom	Central	BE: 912	2013-11-13	AER
LATIF AIDOO-EDUAM	LPG STATION	Energy	AWOMBEREW	Central	BE/840	2013-08-13	AER
PKAB OIL COMPANY LIMITED	OIL MARKETING	Energy	KASOA IN THE CENTRAL REGION	Central	CE003870102	2013-11-06	PER
Pacific Oil Ghana Limited	Fuel Service Station	Energy	Nyanyano	Central	BE: 866	2013-09-09	AER
Pacific Oil Ghana Limited	Fuel Filling Station	Energy	Twifo Praso	Central	BE: 868	2013-09-09	AER
Shelleyco Enterprise Gas	LPG Refilling Plant	Energy	Agona Swedru	Central	BE: 844	2013-08-20	AER
Pacific Oil Company Limited	Fuel Filling Station	Energy	Ajumako	Central	BE: 867	2013-09-09	AER
Petrobay Fuel Service Station	Fuel Service Station	Energy	Papase	Central	BE: 861	2013-08-30	AER
Total Petroleum Ghana Limited	Fuel Service Station	Energy	Swedru	Central	BE: 919	2013-11-22	AER
Petrobay Fuel Service Station	Fuel Service Station	Energy	Mankessim	Central	BE: 860	2013-08-30	AER
ATC TOWER GHANA LTD	TELECOMMUNICATION MAST	General Construction	APAM AND ABURA DUNKWA	Central	CI0021191803	2013-10-04	EA1
ATC TOWER GHANA LIMITED.	TELECOMMUNICATION MAST	General Construction	APAM AND ABURA DUNKWA	Central	CI0020970303	2013-10-04	EA1
ATC TOWER GHANA LIMITED	OPERATING THE EXISTING TELECOMMUNICATION MASTS AND ACCESSORIES	General Construction	APAM AND ABURA DUNKWA	Central	CI0021191803	2013-10-04	EA1



ATC Tower Ghana Ltd.	TELECOM MASTS	General Construction	Assin Kushea and Duadze near Mankessim	Central	CI0021191902	2013-08-06	EA1
GHANA WATER COMPANY LIMITED	WATER SUPPLY EXPANSION PROJECT	General Construction	WINNEBA	Central	CI0023040102	2013-10-01	EA2
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	NYANKOMASI	Central	CI0024220102	2013-11-12	EA1
GHANA WATER COMPANY LIMITED	WATER SUPPLY EXPANSION PROJECT	Energy	AKIM ODA	Eastern	CI00220991002	2013-10-01	EA2
Galaxy Oil Company Limited	Fuel Filling Station	Energy	Atua	Eastern	BE: 929	2013-11-27	AER
Mohammed Abdul Fuel Service Station	Fuel Service Station	Energy	Apowa	Eastern	BE: 836	2013-07-31	AER
JOY DADDY MULTIMEDIA	RADIO TRANSMISSION MAST/TOWER	General Construction	OBUORTABRI-KOFORIDUA	Eastern	CI0024400102	2013-12-18	EA1
HTG MANAGED SERVICES LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES OPERATION AT ELEVEN (11) SITES IN THE EASTERN REGION	General Construction	ASAMANKESE, KOFORIDUA GALLAWAY, TAFO CRIG, KOFORIDUA, OSINO, AKOSOMBO, AKOSOMBO REPEATER, JEJETI, SUHUM, SUHUM AYEKOTSE AND ASESEWA	Eastern	CI0023660102	2013-09-10	EA1
Ghana Water Company Limited	Water Supply Expansion Project	General Construction	Akim Oda	Eastern	CI0022090102	2013-10-01	EA2
ATC Tower Ghana Ltd.	TELECOM MASTS	General Construction	Nkwateng and Ahomahomaso	Eastern	CI0022701002	2013-09-17	EA1
ATC Tower Ghana Ltd.	TELECOMMUNICATION MAST	General Construction	OSINO, SENCHI, LARTEH, ANYINAM, KUKURANTUMI, ADOAGYIRI, SOMANYA 2, KPONG, BOSO 2, AKIM WENCHI, PRAMKESE, ATOBRISO, OTUMI, KADE 2, AKIM ODA 2, KADE 3,	Eastern	CI0022700803	2013-10-18	EA1
BONNA MEMORIAL CLINIC	CLINIC	Health	KOFORIDUA - SRODAE	Eastern	CH003940102	2013-12-18	EA1
Saint Patrick-Solo Clinic	Clinic	Health	Asamankese	Eastern	BE: 900	2013-11-08	AER
Ghana Irrigation Development Authority (GIDA)	Accra Plains Irrigation Project	Agriculture	Yilo Krobo, South Tongu, North Tongu, Shai Osudoku and Ada Districts	Greater Accra	CA004070102	2013-12-23	EA2
GLOBAL STANDARD PETROLEUM LIMITED	OIL MARKETING	Energy	ABLADE, KANDA,	Greater Accra	CI0039310102	2013-11-11	EA2
CENPOWER GENERATION COMPANY LIMITED	THERMAL POWER PROJECT	Energy	KPONE	Greater Accra	CE0010470129	2013-11-12	EA2
HOMELAND PETROLEUM RESOURCES LIMITED	PROPOSED FUEL SERVICE AND LPG REFILLING STATION	Energy	ASYLUM DOWN - ACCRA	Greater Accra	CE0036890102	2013-08-20	EA2
ZAK PETROLEUM LTD	FSS	Energy	DANSOMAN	Greater Accra	CE0036790102	2013-09-04	EA1
RI-GOD OIL COMPANY LIMITED	HANDLING, STORING, TRANSPORTING, MARKETING AND SELLING OF PETROLEUM PRODUCTS(SUPER,	Energy	NEW TOWN JUNCTION - ASHAIMAN	Greater Accra	CE0038840102	2013-10-28	EA2



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PHALGOM ENERGY LIMITED	OIL MARKETING COMPANY	Energy	LABONE	Greater Accra	CE0039030102	2013-11-12	EA2
RI-GOLD OIL COMPANY LIMITED	HANDLING, STORING, TRANSPORTING, MARKETING AND SELLING PETROLEUM PRODUCTS AND LPG	Energy	NEW TOWN JUNCTION-ASHAIMAN	Greater Accra	CE0038840102	2013-10-28	EA2
ZEN PETROLEUM LIMITED	OIL MARKETING COMPANY	Energy	AIRPORT RESIDENTIAL AREA-ACCRA	Greater Accra	CE0022240104	2013-11-13	EA2
JOSEPH KWAKU NARH TOTAL FUEL SERVICE STATION	CONSTRUCTION AND OPERATION OF A FUEL SERVICE STATION	Energy	TSOPOLI	Greater Accra	TMCE00407	2013-10-30	EA1
FRONTIER OIL GHANA LIMITED	OIL MARKETING COMPANY	Energy	NO. 1/F4, BLOCK 8, TEMMA SSNIT FLAT	Greater Accra	CE0038130102	2013-09-10	EA2
JUWEL ENERGY LIMITED	OIL MARKETING COMPANY	Energy	ODORKOR	Greater Accra	CE0038750102	2013-10-30	EA2
Trade Cross Company Limited	LPG Refilling Station	Energy	Odorkor	Greater Accra	BE: 927	2013-11-25	AER
Trade Cross Company Limited	LPG Refilling Station	Energy	Pokuase	Greater Accra	BE: 926	2013-11-25	AER
Joberta Gas (Trade Cross Company Limited)	LPG Refilling Station	Energy	Ablekuma	Greater Accra	BE: 926	2013-11-25	AER
Rich and Co. Limited	LPG Station	Energy	MAIam	Greater Accra	BE: 873	2013-09-18	AER
MISYL ENERGY CO. LTD	BULK OIL DISTRIBUTION	Energy	EAST LEGON, ACCRA	Greater Accra	CE0037730102	2013-08-19	EA2
XF PETROLEUM & ENGINEERS LIMITED	OIL MARKETING COMPANY	Energy	67 SPINTEX ROAD, ACCRA	Greater Accra	CE0039490102	2013-12-18	EA2
MAJESTIC PETROLEUM COMPANY LIMITED	HANDLING, STORING, TRANSPORTING, MARKETING, AND SELLING PETROLEUM PRODUCTS AND LPG	Energy	HOUSE NO. 11, CHANTAN	Greater Accra	CE0037210102	2013-07-31	EA2
In-Petrol Ghana Limited	Bulk Distribution Company	Energy	Nungua Estates	Greater Accra	BE: 3920/03	2013-11-27	EA2
Karela Oil and Gas Company Limited	sale of petroleum products	Energy	314 trassaco valley estates, Adjiringanor, East Legon in the Adentan Municipality	Greater Accra	CE0039960102	2013-12-30	EA2
Timeless Oil Company Limited	Bulk Distribution of Oil	Energy	HSE No 32-Airport Residential Area	Greater Accra	CE0040080102	2013-12-31	EA2
SHIELD OIL COMPANY LIMITED	OMC	Energy	NUNGUA	Greater Accra	CE0038160102	2013-09-20	EA1
GOODNESS ENERGY LIMITED	OIL MARKETING	Energy	TEMA	Greater Accra	CE0038780102	2013-10-10	EA1
SHIELD OIL COMPANY LIMITED	OIL MARKETING COMPANY	Energy	28, LINK ROAD NUNGUA	Greater Accra	CE0038160102	2013-09-20	EA2
ATC Tower Ghana Ltd.	TELECOM MASTS	General Construction	Ashalaja	Greater Accra	CI0021330402	2013-08-06	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES	General Construction	KANDA (ROOFTOP), SALEMS HOUSE (ROOFTOP), GOLD HOUSE (ROOFTOP), OSU 2, KPONE JUNCTION, SAKUMGNO 2, BURMA CAMP 3, TABORA 3, CANTONMENTS5 (LAMP POST)	Greater Accra	CI0023820303	2013-10-18	EA1



ATC TOWER GHANA LIMITED	MAST	General Construction	ACCRA	Greater Accra	CI0023050102	2013-09-25	EA1
GLO MOBILE GHANA	TELECOMMUNICATION MAST	General Construction	CANTONMENTS	Greater Accra	GARAW0016420102	2013-08-09	EA1
HTG Management services	TELECOMMUNICATION MAST	General Construction	DZORWULU, WEJA AND MINISTRIES	Greater Accra	CI0022050302	2013-08-26	EA1
OGYAMATER BEDIAKO	MAST	General Construction	ACCRA	Greater Accra	CI0023050702	2013-09-25	EA1
HTG MANAGED SERVICES LIMITED	MAST	General Construction	ASHAMAN NIGHT MARKET	Greater Accra	CI008000102	2013-09-25	EA1
HTG MANAGED SERVICES LIMITED	MAST	General Construction	ACADEMY SSS	Greater Accra	CI0017480102	2013-09-25	EA1
HTG MANAGED SERVICES LIMITED	TELECOM MAST	General Construction	TANTRA HILL	Greater Accra	CI0022050102	2013-09-18	EA1
MOBUS PROPERTY HOLDINGS LIMITED	PROPOSED CONSTRUCTION AND OPERATION OF MERIDIAN BUSINESS PARK DEVELOPMENT PARK	General Construction	TEMA	Greater Accra	CI0022370102	2013-11-07	EA2
DATA LINK UNIVERSITY	7 STOREY UNIVERSITY FACILITY	General Construction	COMMUNITY 10,TEMA	Greater Accra	TMCIO0593	2013-11-07	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES	General Construction	POKUASE, OFANKOR, TANTRA HILL, AIRPORT WEST, AIRPORT 2, ACHIMOTA 2, AIRPORT 3, NEW ACHIMOTA, ACHIMOTA STN	Greater Accra	CI0023820703	2013-11-07	EA1
EATON TOWERS GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	AYIMENSA	Greater Accra	GARAWCI0018110102	2013-12-12	EA1
HTG MANAGED SERVICES LIMITED	TELECOMMUNICATION MAST	General Construction	KWEIMAN	Greater Accra	CI0018550102	2013-12-09	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	KANDA-(ROOFTOP), SALEMS HOUSE-(ROOFTOP), GOLD HOUSE-(ROOFTOP), OSU-2, KPONE JUNCTION, SAKUMONO-2, BURMA CAMP-3, TABORA-3, CANTONMENT-5-(LAMP POST) -T-	Greater Accra	CI0023820303	2013-10-18	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	BAATSONA,NUNGUA- BOADED, NUNGUA-3, TESHIE INDONSIA, AFIENYA, SOWUTUOM-2, SOWUTUOM-3, ANYAA-3, AWOSHIE-2, AND NUNGUA BARRIER	Greater Accra	CI0023820403	2013-10-18	EA1
GCC RESORT LIMITED	5-STAR HOTEL PROJECT	General Construction	FORMER ACCRA RACE COURSE	Greater Accra	CT00660103	2013-10-10	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	ANYAA, MCCARTHY HILL-1, MALLAM JUNCTION, MANDELA ASHIAMAN-LEBANON, NUNGUA ADONGO, GDAWE-4, GDAWE-3, MANDELA-2, NEW BORTIANOR AND BATSONA-3	Greater Accra	CI0023820803	2013-10-10	EA1



REV. JOHN TEYE MEMORIAL INSTITUTE LIMITED	PROPOSED TWO-STOREY CHURCH AUDITORIUM	General Construction	OFANKOR	Greater Accra	GARCI01821	2013-11-29	EA1
AMANDI LIMITED	PROPOSED CONSTRUCTION AND OPERATION OF A PERPENDICULAR BULK UNLOADING (PBU) JETTY PROJECT	General Construction	TEMA PORT	Greater Accra	TMCE00308	2013-11-29	PER
SWITCHBACK DEVELOPERS LIMITED	9-STOREY BLOCK WITH 77 RESIDENTIAL APARTMENTS AND 154 PARKING SPACES	General Construction	WEST CANTONMENTS	Greater Accra	GARAWCI0012740102	2013-10-07	SEA/ESMF
GLO MOBILE GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	CANTONMENTS	Greater Accra	GARAWCI0016420102	2013-08-09	EA1
HTG MANAGED SERVICES LIMITED	TELECOM MAST	General Construction	ASHIAMAN NIGHT MARKET	Greater Accra	CI008040102	2013-09-18	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES	General Construction	BAATSONA, NUNGUA- BOADE, NUNGUA 3, TESHIE-IDONSIA, AFIENYA, SOWUTUOM 2, SOWUTUOM 3, ANYAA 3, AWOSHIE 2, NUNGUA BARRIER	Greater Accra	CI0023820403	2013-10-18	EA1
COSMOS SEAFOODS COMPANY LIMITED	30M INTERNET MAST AND ACCESSORIES PROJECT	General Construction	GAFCO INDUSTRIAL PARK - TEMA	Greater Accra	TMC1002250102	2013-10-17	EA1
ACCRA BREWEY LTD	REHABILITATION AND EXPANSION OF FACILITY	General Construction	ACCRA	Greater Accra	CU003730102	2013-09-10	EA2
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES	General Construction	TUC	Greater Accra	CI0023050702	2013-10-18	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	ANYAA, MCCARTHY HILL-1, MALLAM JUNCTION, MANDELA ASHIAMAN-LEBANON, NUNGUA ADONGO, GDAWE-4, GDAWE-3, MANDELA-2, NEW BORTIANOR AND BATSONA-3	Greater Accra	CI0023820803	2013-10-10	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	ALAJO, ABELNKPE, LABONE, DZORWULU- 2, -(ROOFTOP), WEIJA-1, ABLEKUMA, SUKURA, LARTEH-BIOKOSHIE, MAMPROBI-2, MAMPROBI, NEWTOWN, NEWTOWN-2 PALLADIUM-2, BUB	Greater Accra	CI0023821603	2013-10-10	EA1
Dukes Petroleum Company Limited	LPG and Fuel Filling Station	Energy	Lamashegu (Opposite Village Water)	Northern	BE: 904	2013-11-08	AER
KUKERI ENTERPRISE	LPG REFILLING PLANT	Energy	BOLE	Northern	CE0036720102	2013-08-20	EA1
SAVANNAH SOLAR	400MW SOLAR POWER GENERATION	Energy	KUSAWGU	Northern	CE0035440102	2013-11-11	EA2
ALHAJI IBRAHIM	FUEL SERVICE STATION	Energy	SALAGA	Northern	CE0037470102	2013-08-29	EA1
NAKOSAM VENTURES	LPG REFILLING SERVICE STATION	Energy	YENDI	Northern	CE0036730102	2013-08-20	EA1
Galaxy Oil Company Limited	Fuel Service Station	Energy	Tamale	Northern	BE: 928	2013-11-27	AER



ALHAJI MOHAMMED AGBEVE (HAMILAH OIL GHANA LIMITED)	FUEL SERVICE STATION	Energy	ZABZUGU	Northern	CE0024020103	2013-12-09	EA1
Muntuma Company Limited	Fuel Service Station	Energy	Tamale	Northern	BE: 833	2013-07-31	AER
PETROBAY OIL LIMITED	FUEL SERVICE STATION	Energy	ZOOZUGU	Northern	CE0037670102	2013-08-22	EA1
DOUTRO COMPANY LTD	FUEL SERVICE STATION AND LPG REFILLING PLANT	Energy	BUIPE	Northern	0001427	2013-12-13	EA1
UNION OIL FSS GHANA LTD	FSS	Energy	TINGA	Northern	CE0037680102	2013-08-29	EA1
SALIFAN IMPLEX ENTERPRISE	STAR OIL FUEL SERVICE STATION	Energy	ZABZUGU	Northern	CE0037410102	2013-08-07	EA1
STAR OIL COMPANY LIMITED	FSS	Energy	SHIESHEGU	Northern	CE0037660102	2013-09-10	EA1
NASONA OIL COMPANY LIMITED	FSS	Energy	SAVELUGU	Northern	CE0037490102	2013-09-24	EA1
ZINCOM COMPANY LIMITED	FSS	Energy	NYOHENI	Northern	CE0037780102	2013-09-10	EA1
SABOBA DISTRICT ASSEMBLY	PROPOSED IMPLEMENTATION OF GHANA SOCIAL OPPORTUNITIES PROJECTS	General Construction	KUJOONI-GARIMATA, WAPULI, KUNKUNZOLI, TALKPALNBA, DEMON AND ZEYEL-ZAMSHEGU	Northern	CI0023700102	2013-09-30	EA1
BOLE DISTRICT ASSEMBLY	GHANA SOCIAL PROJETS	General Construction	GBOGDAA, MANKUMA, GANGBUNGU, AND CHORIBANG	Northern	CI0023690102	2013-09-30	EA1
ARTEL GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	BIMBILLA, CHAMBA AND SALAGA	Northern	CI0021340502	2013-10-08	EA1
CHEREPONI DISTRICT ASSEMBLY	PROPOSED IMPLEMENTATION OF GHANA SOCIAL OPPORTUNITIES PROJECTS	General Construction	TOMBO-WAKAKU, NABONI-YETELI, OMATI-KUBORE, TSUSUNGA	Northern	CI0023610102	2013-10-02	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	SARIBA, NABARI, DJARDEMA, BONBONYILLI AND KUNKUA	Northern	CI0021330502	2013-08-09	EA1
ATC Tower Ghana Ltd.	TELECOM MASTS	General Construction	Sariba, Nabari, Djardema and Bonbonyilli	Northern	CI0021330502	2013-08-09	EA1
ARTEL GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	KPANDAI, YENDI	Northern	CI0021340402	2013-10-08	EA1
GHANA AIRPORTS COMPANY LIMITED	UPGRADING AND EXPANSION OF TAMALE AIRPORT INTO AN INTERNATIONAL AIRPORT	General Construction	TAMALE	Northern	CI0022610102	2013-11-18	EA2
NANUMBA NORTH DISTRICT ASSEMBLY	PROPOSED IMPLEMENTATION OF GHANA SOCIAL OPPORTUNITIES PROJECTS	General Construction	NANUMBA NORTH	Northern	CI0023790102	2013-09-30	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES	General Construction	SAVELUGU, NANTON, TALI, TUO-WUO, YEPELGU, NASUAN, SAKPE, BOGUNAAYILI, MANKARIGU, GBULLUNG, PUSUGA, NAKPANDURI, BANVIM, BINDA, GBUNGBALIGA, SABARE,	Northern	CI0021330603	2013-10-18	EA1



GANORMA AGRO CHEMICALS	AGRO CHEMICALS WAREHOUSE	General Construction	NAKW SHEISHEGU	Northern	CI0023800102	2013-09-18	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	TAMALE WARD K, ABOABU, KAKPAYILI, KALPONHINI, YAGABA, DUU	Northern	CI0021330603	2013-10-18	EA1
china state construction engineering company limit	road rehabilitation and constrution	General Construction	eastern corridor	Northern	CI0018410109	2013-12-16	EA1
BISMILLA CLINIC	CLINIC	Health	BIMBILA	Northern	CH0010110102	2013-12-18	EA1
Frimps Oil Company Limited	Fuel Service Station	Energy	Kintampo	Upper East	BE: 915	2013-11-20	AER
Frimps Oil Company Limited	Fuel Filling Station	Energy	Paga	Upper East	BE: 884	2013-10-09	AER
HTG MANAGED SERVICES LIMITED	TELECOMMUNICATION MAST	Energy	zaare,sandema bukere and bongo	Upper East	CI0022890202	2013-10-07	EA1
Mohadams K. Enterprise Fuel Filling Station(Frimps	Fuel Filling Station	Energy	Navrongo	Upper East	BE: 916	2013-11-20	AER
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	SOE, ZAARE,BOLGA-ZONGO AND GADURI	Upper East	CI0021310603	2013-10-17	EA1
ATC Tower Ghana Ltd.	TELECOM MASTS	General Construction	Kadema and Yeri_Wiase	Upper East	CI0021310107	2013-09-17	EA1
Fraga Oil Limited	Fuel Filling Station	Energy	Fielmou	Upper West	BE: 935	2013-12-10	AER
GHANA WATER COMPANY LTD	WATER SUPPLY EXPANSION PROJECTS	General Construction	JAMBUSE	Upper West	CI0022970102	2013-08-26	EA1
HTG Management services	TELECOMMUNICATION MAST	General Construction	TUMU, KPAGURI AND LAWRA	Upper West	CI0022900102	2013-08-26	EA1
HTG MANAGED SERVICES LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES OPERATION AT DONDOLI (WA NEW) IN THE UPPER WEST REGION	General Construction	DONDOLI	Upper West	CI0022900602	2013-09-09	EA1
EATON TOWERS GHANA LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES OPERATION AT TUMU GMADUA IN THE UPPER WEST REGION	General Construction	TUMU GMADUA	Upper West	CI0024130102	2013-11-18	EA1
HTG MANAGED SERVICES LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES OPERATION AT DONDOLI (WA NEW) IN THE UPPER WEST REGION	General Construction	DONDOLI	Upper West	CI0022900602	2013-09-09	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES	General Construction	LAWRA, JIRAPA, NADOWLI (GANGA), WA (DONDOLI), TUMU, WA 2 (KPAGURI), IZIRI, NANDOM, BULENGA, FUNSI, MANGULI, JEFFISSI, BORRO, HAN, WA UDS CAMPUS (BAMAH	Upper West	CI0021300803	2013-10-17	EA1



MAWUWOE COOPERATIVE RICE PROCESSORS AND MARKETING	RICE MILING PROJECT AT HOHOE IN THE VOLTA REGION	Agriculture	HOHOE	Volta	CA003580102	2013-08-30	EA1
shakainah ventures limited	LPG Refilling Plant	Energy	Penyi-Dzodze	Volta	BE: 865	2013-09-09	AER
Glory Oil Company Limited	Fuel Filling Station	Energy	Penyi	Volta	BE: 902	2013-11-07	AER
ATC TOWER GHANA LTD	TELECOMMUNICATION MAST	General Construction	PEKI-AWUDOME, HO-KPODZI, HO-FOREST, AFIADYIGBA 2	Volta	CI0021130603	2013-11-01	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MASTS	General Construction	PEKI_AWUDOME, HO_KPODZI, HO_FOREST AND AFIADYIGBA_2	Volta	CI0021130603	2013-11-01	EA1
ATC TOWER GHANA LIMITED	MAST	General Construction	KETA	Volta	CI0020970303	2013-09-25	AER
Shekinah Glory Hotel	Hospitality	Tourism	Sogakope	Volta	BE: 880	2013-10-08	AER
R & Y ENT ENTERPRISE	SALE OF USED OIL AND SCRAP METAL	Energy	TARKWA	Western	CE0020610202	2013-08-13	EA1
ALFRED BAKU FUEL SERVIC AND GAS REFILLING STATIONS	FSS & LPG REFILLING PLANT	Energy	MPINTSIN	Western	WRCE004650102	2013-09-20	EA1
U. F. O. PETROL PLUS	FSS	Energy	WEST ANAJI	Western	WRCE004880102	2013-09-25	EA1
ALFRED BAKU FUEL STATION & GAS STATION	FUEL SERVICE AND LPG REFILLING PROJECT	Energy	SEKONDI-TAKORADI	Western	GARCE004650102	2013-09-19	EA1
GEORGE ADU FUEL SERVICE STATION	FUEL SERVICE STATION	Energy	SEFWI-AKAATISO	Western	WRCI004890102	2013-10-14	EA1
Agapet Limited	Fuel Filling Station	Energy	Enchi	Western	BE: 930	2013-11-27	AER
EWI NYE ASEM NO ENTERPRISE	PURCHASE AND SALE OF WASTE OIL AND SCRAP METALS	Energy	ABOSSO-TARKWA	Western	WRCE00220102	2013-07-31	EA1
Glory Oil Fuel Service Station	Fuel Service Station	Energy	Elubo	Western	BE: 876	2013-09-30	AER
DE ALPHA PROJECT LIMITED	FUEL SERVICE STATION	Energy	ADESU	Western	WRCE004220102	2013-12-12	EA1
Kofi Antwi	Fuel Service Station & LPG	Energy	SEFWI BEKWA	Western	WRCE004370102	2013-08-06	EA1
Goli Company Limited	Fuel Filling Station	Energy	Bakakire	Western	BE: 906	2013-11-13	AER
A & B GAS	FSS & LPG REFILLING PLANT	Energy	APOWA	Western	WRCE003210103	2013-09-19	EA1
MRS VIDA BAIDOO	FUEL SERVICE STATION	Energy	ASAMASA NO. 1	Western	CI0039040102	2013-12-11	EA1
INTERTEK GHANA LIMITED	LABORATORY	Energy	TAKORADI	Western	WRCH0010102	2013-10-03	EA1
QUANTUM PETROLEUM LIMITED	FUEL SERVICE STATION	Energy	MPINTSIN	Western	WRCI00230102	2013-10-14	EA1
GHANSTOCK LIMITED	PETROLEUM TANK FARM PROJECT	Energy	EFFIA LIGHT INDUSTRIAL AREA	Western	CE0030250102	2013-10-30	EA2
CHAMPION OIL GHANA LTD	OIL FUEL FILLING STATION	Energy	GYAMPOKROM	Western	WRCE001200102	2013-09-06	EA1
ALHAJI MUNTARO MORROH	OPERATION OF A FUEL SERVICE STATION	Energy	JUABOSO	Western	WRCE004710102	2013-10-30	EA1
AKU-TATN ENTERPRISE	FUEL SERVICE STATION AND LPG REFILLING PLANT	Energy	BOKRO	Western	WRCE0022130102	2013-10-31	EA1



SAMUEL AZAMETSI DOTSE	FUEL SERVICE STATION	Energy	KWASUO	Western	WRCE001300102	2013-10-31	EA1
STEPHEN WIREKO BOAMPONG	FUEL SERVICE STATION	Energy	BIBIANI	Western	WRCE004330102	2013-10-31	EA1
Golil Company Limited	Fuel Service Station	Energy	Takoradi	Western	BE: 909	2013-11-13	AER
HASMEW MOHAMMED	FSS	Energy	PRESTEA	Western	WRCE004840102	2013-09-06	EA1
Golil Company Limited	Fuel Service Station	Energy	Airport Round About	Western	BE: 908	2013-11-13	AER
Golil Company Limited	Fuel Filling Station	Energy	Beposo	Western	BE: 907	2013-11-13	AER
BANO OIL COMPANY LIMITED	FUEL SERVICE STATION	Energy	SEFWI-BEKWAI	Western	CE0038970102	2013-10-31	EA1
EMMANUEL KWASI ENNIN/TOP OIL	FUEL SERVICE STATION AND LPG REFILLING PLANT	Energy	ASANKRAGWA	Western	WRCE00140102	2013-11-01	EA1
ALHAJI FUSEINI MOHAMMED	FUEL FILLING STATION	Energy	AKYEMPIM	Western	WRCE0039350102	2013-11-11	EA1
QUANTUM TERMINALS LTD	LPG DEPOT AND LOADING GANTRY	Energy	ANOKYE	Western	WRCE004870102	2013-09-09	EA1
GHANSTOCK LIMITED	TANK FARM (PETROLEUM)	Energy	EFIA LIGHT INDUSTRIAL AREA, TAKORADI	Western	CE00302500102	2013-10-30	EA2
ALHAJI MUNTARO MORROH	FUEL SERVICE STATION	Energy	JUABOSO	Western	WRCE004710102	2013-10-30	EA1
Golil Company Limited	Fuel Service Station	Energy	Chapel Hill	Western	BE: 909	2013-11-13	AER
DORIS APPIAH GAS FILLING STATION	LPG REFILLING STATION PROJECT	Energy	NKROFUL	Western	WRCE004500102	2013-10-14	EA1
STRATEGIC ENERGY LIMITED	FUEL AND LPG SERVICE STATION	Energy	BENKYEMA JUNCTION	Western	CE0027880102	2013-10-17	EA1
RICH & COMPANY LIMITED	LPG REFILLING STATION PROJECT	Energy	SEFWI JUABOSO	Western	WRCE004510102	2013-11-08	EA1
SKY PETROLEUM	FUEL FILLING STATION	Energy	BIBIANI	Western	WRCE001170102	2013-10-14	EA1
TONNDBI LIMITED	CEP	Energy	APREMDO	Western	CE0012390102	2013-09-04	EA2
LOUIS KWEKU YAMOA	FUEL SERVICE STATION	Energy	MILE 4	Western	WRCE0039760102	2013-11-28	EA1
HASMEW MOHAMMED	FSS	Energy	PRESTEA	Western	WRCI004840102	2013-08-02	EA1
RICH AND COMPANY LTD	LP REFILLING STATION	Energy	SEFWI - JUABOSO	Western	WRCE004510102	2013-11-08	EA1
JEMSAM GAS FILLING STATION	LPG REFILLING PLANT	Energy	SEFWI-ATRONSU	Western	WRCE004320102	2013-10-14	EA1
ELLEMBELLE DISTRICT ASSEMBLY (GSOP)	REHABILITATION	General Construction	ELLEMBELLE	Western	CI00160102	2013-07-31	EA1
ATC TOWER GHANA LTD	TELECOMMUNICATION MAST	General Construction	ANAGYE	Western	CI0021271402	2013-12-17	EA1
ATC TOWER GHANA LIMITED	TELECOMMUNICATION MAST	General Construction	SAMAHUU	Western	CI0021271303	2013-11-07	EA1
ATC TOWER GHANA LTD	TELECOMMUNICATION MAST	General Construction	SAMAHUU	Western	CI002127130303	2013-11-07	EA1
PHILLIPA AGBETOWOSOR COMMERCIAL BUILDING	2 STOREY COMMERCIAL BUILDING	General Construction	ASSORKU ESSAMAN	Western	WRCI00170102	2013-09-25	EA1
ATC TOWER GHANA LIMITED	INSTALLATION OF TELECOM MAST	General Construction	ANAGY	Western	CI0021271402	2013-12-17	EA1
HTG MANAGED SERVICES LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES	General Construction	PRA RIVER GOLF LINKS	Western	CI0021330402	2013-12-16	EA1
MELCOM GROUP OF COMPANIES	TWO STOREY BUILDING	General Construction	KAWREKWANO	Western	WRCI00960102	2013-08-29	EA1



HTG MANAGED SERVICES LIMITED	TELECOMMUNICATION MAST AND ACCESSORIES	General Construction	sekondi road and lagos town	Western	CI0022900402	2013-09-18	EA1
ATC Tower Ghana Ltd.	TELECOM MASTS	General Construction	Akwidaa, Sefwi Camp and Sefwi Punikrom	Western	CI0021271202	2013-08-06	EA1
SYLVA SPARE PLUS COMPANY LIMITED	CONSTRUCTION AND OPERATION OF A VEHICLE WORKSHOP AND SERVICING OF 5-RENAULT TRUCKS PER MONTH	General Construction	EWUSIEJOE	Western	CI0024330102	2013-12-19	EA1
JOYCE ADUBENG GUEST HOUSE	CONSTRUCTION AND OPERATION OF A THIRTY TWO (32) ROOM GUEST HOUSE	General Construction	APOWA	Western	WRCT00400102	2013-10-21	EA1
ERNEST AMPONSAH ESTATE	25-RESIDENTIAL APARTMENT UNITS	General Construction	ADJUA	Western	WRCI001010102	2013-11-29	EA1
BOYBOISON ELITE LODGE	THIRTY TWO (32) ROOM LODGE	General Construction	FIJAI	Western	WRCT00400102	2013-08-13	EM1
T-POINT LOGISTICS LTD	OPERATION OF A 30MT WAREHOUSE	General Construction	EFFIA	Western	WRCI00990102	2013-08-22	EA1
VNS POLYCLINIC	24-BED CLINIC	Health	ELUBO	Western	CH0010070102	2013-11-29	EA1
S.D.A CLINIC	CLINIC	Health	SEFWI AMOAYA	Western	WRCH00240102	2013-12-11	EA1
Integrity Health Consult	Medical Centre	Health	Takoradi	Western	WRCH00230102	2013-09-10	EA1
GREENLINE LOGISTICS LIMITED	REHABILITATION OF 35 METRIC TONS 4-UNIT CAPACITY WAREHOUSE	Mining	APOWA	Western	WRCI001020102	2013-10-17	EA1
JOYCE ADUBENG GUEST HOUSE	GUEST HOUSE	Tourism	APOWA	Western	WRCT00400102	2013-10-21	EA1
EBONY AND IVORY GUEST HOUSE	GUEST HOUSE	Tourism	ACHEREBOANDA	Western	WRCT00380102	2013-10-14	EA1
Africa Beach Hotel	Hotel	Tourism	Takoradi	Western	BE: 934	2013-12-10	AER
GHANA HIGHWAY AUTHORITY	ROAD PROJECT	Transportation	AGONA JUNCTION-ELUBO	Western	CI006670102	2013-10-14	EA2



