



November 2025

Final approach series

Aircraft pre-arrival reporting

In accordance with s193 of the *Biosecurity Act 2015* (the Act), aircraft operators must report prescribed information prior to landing in Australia. Different reporting obligations apply to scheduled and non-scheduled aircraft.

Pre-arrival reporting enables the department to assess biosecurity risks and determine what actions may be required on arrival.

Non-scheduled flights

From 27 February 2026, following amendments to the *Biosecurity Regulation 2016*, an aircraft operator of a non-scheduled flight **MUST** lodge the mandatory pre-flight non-scheduled pre-arrival report (NSPAR) before departing from outside Australian territory.

The pre-arrival report can be lodged by email or phone and must include:

- aircraft details (registration/tail number, model and type)
- the intended first landing place in Australian territory
- the estimated date and time of arrival of the aircraft
- the operator's name and contact details
- the owner's name and contact details (if different from operator)
- details about any animals and/or plants in the aircraft cabin.

Exemptions to pre-flight NSPAR

Under *Biosecurity Regulation 2016*, s50(2), a non-scheduled flight does not need to provide a pre-flight NSPAR if:

- the aircraft doesn't intend to land in Australian territory
- the aircraft is an exempt exposed conveyance.

All flights: in-flight general pre-arrival report (GPAR)

All aircraft operators must give an in-flight general PAR (GPAR) to a biosecurity officer at the intended first landing place if any of the following events occur during the flight:

- details of any person on board the aircraft who has, or had, signs or symptoms of a listed human disease
- details of any person on board the aircraft who died
- if there are animals and/or plants in the cabin of the aircraft

- if any animal in the cabin of the aircraft died
- if you have not undertaken the mandatory disinsection measures before you arrive in Australian territory.

When to submit the in-flight GPAR

The pre-arrival report may be submitted verbally or in writing, including electronically, and must be submitted either:

- as close to the top of descent as is operationally practicable before the aircraft is estimated to arrive at its first landing place in Australian territory, or
- 30 minutes before the aircraft is estimated to come to a standstill after arriving at its first landing place in Australian territory, or
- at the time specified by a biosecurity official.

Exemptions to in-flight GPAR

Under *Biosecurity Regulation 2016*, s50, an aircraft operator does not need to provide a pre-arrival report if:

- there is nothing to report
- the aircraft does not intend to land in Australian territory
- the aircraft is an exempt exposed conveyance.

More information

Learn more about

- [Pre-arrival reporting obligations for non-scheduled flights](#)
- [Pre-arrival reporting obligations for all flights](#)
- [Biosecurity Regulation 2016](#)
- [Listed Human Disease](#) symptoms
- contact the relevant [Biosecurity Airport Contact](#) for location-specific advice.

Email conveyance.aircraft@aff.gov.au

Acknowledgement of Country

We acknowledge the continuous connection of First Nations Traditional Owners and Custodians to the lands, seas and waters of Australia. We recognise their care for and cultivation of Country. We pay respect to Elders past and present, and recognise their knowledge and contribution to the productivity, innovation and sustainability of Australia's agriculture, fisheries and forestry industries.

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