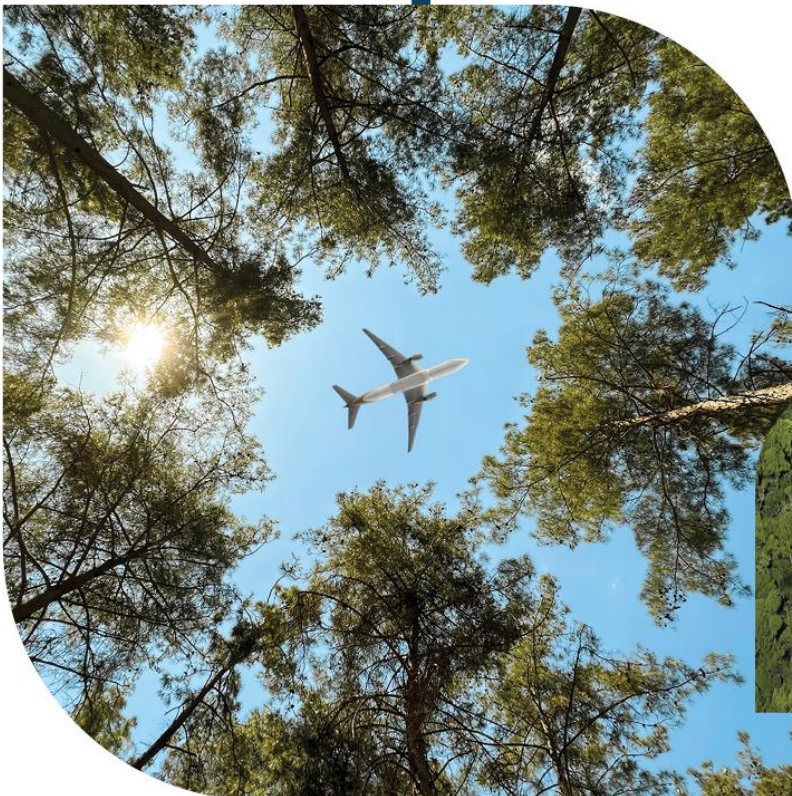
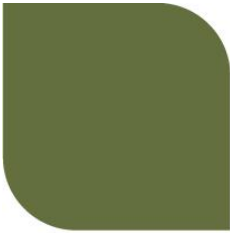




Australian Government
**Department of Agriculture,
Fisheries and Forestry**

Biosecurity obligations for aircraft arriving in Australian territory



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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.

Version control

Description of change	Section	Author	Date
• first version	All	Conveyance Policy	November 2025
• archived predecessor <i>Guidelines for airlines and aircraft operators arriving in Australian territory</i>			

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1 Introduction

1.1 Background

The department is responsible for regulating Australia's biosecurity, which includes the clearance of international aircraft arriving in Australian territory. Aircraft biosecurity operations include managing human health measures on behalf of the Australian Government Department of Health (DoH) at Australia's international airports.

1.2 Purpose

This document informs aircraft operators of their biosecurity obligations when entering Australian territory. It outlines key requirements for aircraft clearance in accordance with Australian Government legislation, primarily the *Biosecurity Act 2015* and subordinate legislation.

1.3 Contact

Stay informed about your biosecurity obligations by contacting the Department of Agriculture, Fisheries and Forestry through the following channels:

- contact conveyance.aircraft@aff.gov.au for general enquiries
- contact your local office using [The Biosecurity Airport Contact List for Airlines and Aircraft Operators](#)
- [subscribe](#) to the department's [Airline Industry Biosecurity Bulletin](#)
- visit the department's [aircraft website](#).

2 Prior to departing your last overseas airport

2.1 Proactive risk management

Prior to entering Australian territory, you should meet the department's biosecurity reporting requirements and ensure any risks associated with your aircraft are appropriately managed. Being proactive can assist biosecurity outcomes and prevent or minimise delays to international aircraft arrival, clearance, and movement in Australia.

SECURE

We recommend securing your aircraft while overseas to prevent contamination by pests, insects, and rodents.

CHECK

Prior to boarding, loading, and departing your last overseas airport, check the aircraft cabin and holds to confirm no pests, insects or rodents are on board.

TREAT

Treat any identified risks immediately by engaging a qualified pest controller prior to departure from your last overseas airport.

APPLY

Apply all mandatory aircraft disinsection treatments correctly and in accordance with the [World Health Organisation \(WHO\) aircraft disinsection methods and procedures 2nd edition](#).

2.2 Disinsection

The *International Health Regulations (2005)* (IHR) set global standards to prevent, control, and respond to the international spread of disease while minimising disruptions to international traffic and trade. The IHR defines disinsection as the procedure whereby health measures are taken to control or kill the insect vectors of human disease present in baggage, cargo, containers, conveyances, goods, and postal parcels. The WHO's *Aircraft Disinsection Methods and Procedures, 2nd Edition* adopts the IHR and serves as a technical guide offering recommended methods and procedures for aircraft disinsection to assist countries in fulfilling their IHR obligations.

In Australia, the department administers disinsection requirements on behalf of the DoH. All international aircraft arriving in Australian territory are legally required to conduct disinsection to manage insect vectors that may be present in the aircraft or in goods.

The [Schedule of Aircraft Disinsection Procedures for Flights into Australia and New Zealand V5.3](#) sets out aircraft disinsection requirements for Australia and New Zealand in accordance with WHO recommendations.

To comply with disinsection requirements, aircraft operators must use one of the cabin and hold application methods listed in Table 1.

Table 1 Approved disinsection methods

Category	Cabin and hold application method
without passengers on board	residual
	pre-embarkation
with passengers on board	pre-departure
	on-arrival

Aircraft operators must complete a certificate for all disinsection methods, except the on-arrival method, and retain exhausted aerosol cans for presentation to a biosecurity officer on arrival if requested.

Approval to perform residual or pre-embarkation methods is dependent on entering into formal arrangements with either the Department or Ministry of Primary Industries New Zealand (MPI NZ). The arrangements outline the aircraft operator's governance requirements, disinsection application procedures and the verification, monitoring and testing of compliance with the arrangement.

If disinsection of your aircraft is not undertaken prior to arrival, you, your representative, or ground handling agent must lodge a pre-arrival report with the department, either by [email](#) or phone. Failure

to do so is an offence and may result in the penalties outlined in Table 2, unless the aircraft movements are exempted per Table 3.

Table 2 Penalties for failure to give a report

Entity	Penalty	Legislation reference
natural person	<ul style="list-style-type: none"> imprisonment for 2 years, or 1,000 penalty units, or both 	<ul style="list-style-type: none"> Biosecurity Act 2015, section 193 Biosecurity Regulation 2016, regulation 47
body corporate	5000 penalty units	<ul style="list-style-type: none"> Biosecurity Act 2015, section 193 Biosecurity Regulation 2016, regulation 47

Table 3 Incoming aircraft movements exempted from the requirement to undertake disinsection measures

Impacted entity	Impacted movement	Legislation reference
incoming aircraft	actual or intended movement between Norfolk Island, the Torres Strait, and the remainder of Australian territory	<ul style="list-style-type: none"> Biosecurity (Movements between Parts of Australian territory) Declaration 2016, section 5 Biosecurity (Human Health) Regulation 2016, regulation 7

2.3 Landing places in Australian territory

Under ss237(1) of the Act, all aircraft subject to biosecurity control (refer to [Release from biosecurity control](#)) must land at a landing place in Australian territory that is determined to be a first point of entry under s223 unless:

- permission has been granted under ss239(2) to land elsewhere, or
- a direction has been issued under s240 or s242, requiring the aircraft to land at a specific location.

Failure to comply with a direction is an offence that may result in the penalties outlined in Table 4.

You, your representative, or ground handling agent, are responsible for organising an aircraft’s landing place. Learn more about the requirements for [aircraft arriving at first points of entry and non-first points of entry](#), including any extra permissions that may be required to land at some locations.

Table 4 Penalties for a person failing to comply with a direction

Entity	Penalty	Legislation reference
natural person	<ul style="list-style-type: none"> imprisonment for 5 years, or 1,000 penalty units, or both 	Biosecurity Act 2015, section 243
body corporate	5000 penalty units	Biosecurity Act 2015, section 243

Place determined to be a first point of entry in Australia

A first point of entry determination lists permissions for specified classes of aircraft or goods that may be landed at, or within, the landing place. Each first point of entry has the facilities to support an aircraft’s arrival and to manage the biosecurity risk to an acceptable level of protection.

Failure to comply with airport determinations, as instruments of the Act, is an offence that may result in the penalties outlined in Table 5. The determinations are located on the [Federal Register of Legislation](#).

Table 5 Penalties for when a person does not land at a determined first point of entry for aircraft

Entity	Penalty	Legislation reference
Natural Person	<ul style="list-style-type: none"> • Imprisonment for 5 years, or • 1,000 penalty units, or • both 	Biosecurity Act 2015, section 237
Body Corporate	5000 penalty units	Biosecurity Act 2015, section 237

Place not determined to be a first point of entry in Australia

Requests under s239 are to be in writing. A [Request to land aircraft or unload goods at a place not determined to be a point of entry in Australian territory form](#) should be submitted via [email](#) to the department prior to the aircraft’s arrival.

You, your representative, or ground handling agent are required to seek permission to land at a place not determined to be a point of entry in Australia and comply with any conditions placed within an approval to land there.

Failure to do so is an offence that may result in the penalties outlined in Table 6.

Table 6 Penalties for a person, with permission, who does not comply with conditions to land at a landing pace that is not a determined first point of entry for aircraft

Entity	Penalty	Legislation reference
natural person	<ul style="list-style-type: none"> • imprisonment for 5 years, or • 1,000 penalty units, or • both 	Biosecurity Act 2015, section 239
body corporate	5000 penalty units	Biosecurity Act 2015, section 239

2.4 Pre-arrival reporting obligations for non-scheduled flights

Following [Biosecurity Regulation 2016](#) amendments that come into force on 27 February 2026, as an aircraft operator of a non-scheduled flight, you, your representative, or ground handling agent must lodge your mandatory pre-arrival report any time prior to commencing your flight from outside Australian territory. The pre-arrival report can be lodged by [email](#) or phone.

The report must include the following information, without exception:

- 1) information identifying the aircraft, for example
 - a) aircraft registration or tail number
 - b) aircraft model and type
- 2) the intended first landing place of the aircraft in Australian territory

- 3) the estimated date and time of arrival of the aircraft
- 4) the name and contact details of:
 - a) the operator of the aircraft, and
 - b) if the operator is not the owner of the aircraft - the owner of the aircraft
- 5) details about any animals and/or plants in the aircraft cabin.

3 En route to Australia

3.1 Pre-arrival reporting obligations for all flights

All aircraft operators must give a report to a biosecurity officer at the intended first landing place if any of the following events occur during the flight:

- 1) details of any person on board the aircraft who has, or had, signs or symptoms of a listed human disease
- 2) details of any person on board the aircraft who died
- 3) if there are animals and/or plants in the cabin of the aircraft
- 4) if any animal in the cabin of the aircraft died
- 5) if you have not undertaken the mandatory disinsection measures before you arrive in Australian territory.

Learn more about [Listed Human Disease symptoms](#).

Failure to give a report is an offence that may result in the penalties outlined in Table 2, unless the aircraft movements are exempt per Table 7.

Table 7 Incoming aircraft movements exempt from the requirement to give a pre-arrival report

Impacted entity	Impacted movement	Legislation reference
incoming aircraft	actual or intended movement between Norfolk Island, the Torres Strait, and the remainder of Australian territory	<ul style="list-style-type: none"> • Biosecurity (Movements between Parts of Australian territory) Declaration 2016, section 5 • Biosecurity (Human Health) Regulation 2016, regulation 7

When to submit the report

The pre-arrival report 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
- 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.

You, your representative or ground-handling agent can lodge the pre-arrival report by [email](#) or phone.

3.2 Mandatory traveller announcement

Delivery of the approved inflight traveller announcement to all travellers on all international flights is a legal requirement. The approved in-flight traveller announcement **must not be edited** as it provides information about Australia’s biosecurity requirements.

Aircraft operators are strongly encouraged to deliver the approved inflight traveller announcement 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.

The information may be given in writing or orally, including using an audio or audio-visual recording. Failure to do so is an offence that may result in the penalties outlined in Table 8.

Table 8: Penalties for failure to provide information about biosecurity requirements to travellers on board an incoming aircraft

Entity	Penalty	Legislation reference
natural person	300 penalty units	Biosecurity Act 2015, section 220
body corporate	1,500 penalty units	Biosecurity Act 2015, section 220

The in-flight traveller announcement will be updated as required by the department. When this occurs, the release will be communicated through an [Import Industry Advice Notice](#).

Check to see if you are using the current version by looking at the departments [traveller announcement resources](#).

4 On arrival in Australia

4.1 Pratique

Pratique is the permission granted to an aircraft arriving in Australia to disembark travellers and their goods after determining human health risks within the aircraft have been managed to an acceptable level.

Aircraft entering Australia operate under a system of free pratique, meaning you access positive pratique on arrival (passenger disembarkation and unloading of goods permitted) unless one or more of the following circumstances applies:

The aircraft operator has reported information via the pre arrival report that includes:

- details of any person on board who has, or had, signs or symptoms of a listed human disease
- details of any person on board who died during the flight
- if an incoming flight has not completed its required disinsection measures before arriving at its first landing place in Australian territory
- the Director of Human Biosecurity has given a direction, before the aircraft has landed, that the aircraft will be subject to the negative pratique process
- a biosecurity officer advises the aircraft operator, before or after the aircraft arrives, that they are not satisfied that the aircraft is free from infection.

Aircraft in the above circumstances will be subject to negative pratique controls and be met by biosecurity officers on arrival. No person (including crew and airline representatives) will be permitted to embark or disembark the aircraft, and no goods can be loaded or unloaded, until pratique has been granted by a biosecurity officer under ss49(4) of the Act. Failure to comply is an offence that may result in the penalties outlined in Table 9, unless the aircraft movements are exempted per Table 10.

Table 9 Penalties for failure to comply with negative pratique controls

Entity	Penalty	Legislation reference
person in charge of the aircraft	300 penalty units	Biosecurity Act 2015, section 48
operator of the aircraft	1,000 penalty units	Biosecurity Act 2015, section 48
body corporate	1,500 - 5000 penalty units	Biosecurity Act 2015, section 48

Table 10 Incoming aircraft movements exempted from the requirement to be granted pratique

Impacted entity	Impacted movement	Legislation reference
aircraft operating in the domestic network	actual or intended movement between the Torres Strait and the remainder of Australian territory	<ul style="list-style-type: none"> Biosecurity (Movements between Parts of Australian territory) Declaration 2016, section 5 Biosecurity (Human Health) Regulation 2016, regulation 6

4.2 On-arrival disinsection announcement

If you have not undertaken the mandatory disinsection measures before you arrive in Australian territory, you must deliver the approved on-arrival disinsection announcement to inform passengers of the upcoming spray on-arrival disinsection treatment.

Upon notifying crew, a passenger with a serious medical condition that may be affected by the on-arrival disinsection measure is permitted to disembark before the treatment commences. Their personal belongings, however, must remain on board the aircraft.

The mandatory announcement is located within the [Schedule of Aircraft disinsection procedures for flights into Australia and New Zealand](#) and **must not be edited**.

4.3 Disinsection verification

To ensure disinsection has occurred in accordance with the WHO requirements, a biosecurity officer may attend your aircraft to assess and verify the disinsection certificate and accompanying exhausted, or partly used, cabin and hold disinsection cans where applicable.

The applicator is responsible for ensuring a certificate detailing the treatment is completed for each section of the aircraft that has been treated. You, your representative, or ground handling agent are responsible for maintaining certification records and ensuring they are available on request for a period of twelve (12) months. Disinsection certificates can either be maintained in hardcopy or electronically.

If you have entered into a formal arrangement with either the department or MPI NZ to perform residual or pre-embarkation disinsection methods, your arrangement will outline how disinsection is verified. Learn more about [aircraft disinsection](#).

If disinsection has not occurred or cannot be verified, biosecurity officers will supervise a spray on-arrival treatment. This is a chargeable activity in Australia. You, your representative or ground handling agent are responsible for the provision of cans to complete the on-arrival disinsection.

4.4 On-arrival medical announcement

You may deliver the approved on-arrival medical announcement when biosecurity officers or border officials are required to board an aircraft to screen and assess a traveller with signs and symptoms of a listed human disease, or a traveller who has died in-flight. The approved announcement **must not be edited**.

The purpose of this announcement is to advise travellers there may be delays disembarking the aircraft while border officials complete screening to assess the human health risk.

You and your crew are responsible for facilitating the biosecurity officer as they board the aircraft and complete screening to assess the risk. The aircraft will be subject to negative pratique controls until pratique is granted by a biosecurity officer.

[Traveller announcement resources](#) are available.

4.5 Biosecurity waste

Biosecurity waste may be derived from:

- cabin and galley waste such as unconsumed foods
- sweepings from the holds of aircraft or materials used to pack and stabilise imported goods
- animal waste or carcasses and plant materials, including floral arrangements

All cabin, galley and hold waste on board the aircraft must be collected, transported, stored, and/or treated by either a service provider that has entered an [Approved Arrangement](#) with the department, or under the department’s supervision on a fee for service basis.

Failure to comply with an approved arrangement may result in the penalties outlined in Table 11.

For more information on approved service providers, contact [Approved Arrangements](#).

Table 11 Penalties for failure to carry out biosecurity activities in accordance with an approved arrangement

Entity	Penalty	Legislation reference
natural person	<ul style="list-style-type: none"> • imprisonment for 5 years, or • 1,000 penalty units, or • both 	Biosecurity Act 2015, section 428
body corporate	5000 penalty units	Biosecurity Act 2015, section 428

4.6 Release from Biosecurity Control

In accordance with s191 of the Act, all international aircraft arriving in Australian territory are subject to biosecurity control. Aircraft operators intending to transition to the domestic flight network after arrival **MUST** request the release of their aircraft from biosecurity control prior to doing so.

NOTE: This requirement does not apply to aircraft departing Australia immediately after arrival.

This protocol ensures that, before an aircraft operates within Australia’s domestic flight network, the Department has assessed and appropriately managed any potential biosecurity risks, ensuring an acceptable level of protection.

An international aircraft can only be released from biosecurity control, consistent with s218 of the Act, when:

- a biosecurity officer informs the owner or operator that the aircraft has been released from biosecurity control, or
- the aircraft departs Australian territory

Once an aircraft is released from biosecurity control and subsequently departs Australia, it will again be subject to biosecurity control upon its return to Australian territory.

Find out more on [Entering the domestic network after arriving in Australia.](#)

The Glossary

Term	Definition
Australian territory	approximately 12 nautical miles (NM) surrounding Australia’s mainland
biosecurity officer	a person who is authorised under section 545 of the <i>Biosecurity Act 2015</i> to be a biosecurity officer
conveyance	means any of the following: <ul style="list-style-type: none"> • an aircraft • a vessel • a vehicle • a train (including railway rolling stock) • any other means of transport as prescribed by the regulations.
disinsection	‘The procedure whereby health measures are taken to control or kill the insect vectors of human diseases present in baggage, cargo, containers, conveyances, goods and postal parcels.’ (International Health Regulations (2005) 3rd Edition)
goods	Goods are subject to biosecurity control upon the aircraft carrying the goods entering Australian territory. They must only be unloaded at a landing place that is a determined first point of entry for those goods, unless permission has been granted from the Department to land at a landing place not determined to be a first point of entry. The goods must be managed in accordance with any direction given by a biosecurity officer. <p>‘goods’ include the following:</p> <ul style="list-style-type: none"> • an animal • a plant (whether moveable or not) • a sample or specimen of a disease agent • a pest • mail

Biosecurity obligations for aircraft arriving in Australian territory

Term	Definition
	<ul style="list-style-type: none"> • any other article, substance, or thing (including but not limited to, any kind of moveable property) <p>excludes:</p> <ul style="list-style-type: none"> • ballast water • human remains • conveyances (unless that conveyance is carried on another conveyance)
Listed Human Disease (LHD)	<p>any disease declared to be a listed human disease by the Director of Human Biosecurity through a determination.</p> <p>The Department of Health provides details of what to report when assessing an ill traveller/s.</p>
Negative Pratique	when an aircraft is in a class specified in the Biosecurity (Negative Pratique) Instrument 2016 .
Non-scheduled flight	flight not authorised under an international airline licence
Pratique	pratique is the permission given to an aircraft, after landing in Australian territory, to embark or disembark travellers and load or unload goods, if the aircraft is free from any biosecurity or human health risks, including disinsection. This process is to ensure risks to human health can be identified and managed before the aircraft is unloaded or disembarked.
Positive (free) Pratique	all incoming aircraft in Australian territory access positive pratique at a determined landing place, unless they are a class specified in the negative pratique instrument.
Scheduled flight	flight authorised under an international airline licence

Appendix A: Legislation

Relevant legislation	Application	Description
Air Navigation Act 1920	Section 12	requirement to hold an international airline licence
Biosecurity Act 2015	Section 19	meaning of 'Goods'
	Section 48	positive pratique
	Section 49	negative pratique
	Section 119	goods are subject to biosecurity control upon entering Australian territory
	Section 132	goods must be moved in accordance with any direction given by a biosecurity officer
	Section 145	goods on a conveyance must not be unloaded except at a determined first point of entry for those goods, or with written permission from the Department
	Section 146	written permission from a biosecurity officer to unload goods at a landing port other than a determined first point of entry for those goods
	Section 191	a conveyance entering Australian territory becomes subject to biosecurity control.
	Section 193	pre-arrival reporting
Section 200	authority for a biosecurity officer to request information regarding a conveyance from a person	
Section 202	authority to direct the movement of conveyance	

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Relevant legislation	Application	Description
	Section 204A	authority to prescribe measures to destroy vectors in the <i>Biosecurity Regulation 2016</i>
	Section 218	requirements to release a conveyance from biosecurity control
	Section 220	requirement for conveyance operator to ensure all travellers are aware of Australia's biosecurity requirements
	Section 223	authority to determine specified landing ports in Australian territory as a first point of entry for aircraft or goods that are subject to biosecurity control
	Section 238	requirement to ensure an aircraft subject to biosecurity control is brought to a biosecurity entry point at a determined first point of entry as soon as practicable
	Section 239	written permission for an aircraft to land at a landing place that is not a determined first point of entry
	Section 241	authority for a biosecurity officer to direct an aircraft not to land in Australian territory
	Section 242	authority for a Chief Human Biosecurity Officer or Human Biosecurity Officer to direct an aircraft where to land to manage identified human health risks.
	Section 243	person who is given a direction is required to comply with it
	Section 545	Director of Biosecurity may authorise a person to be a biosecurity officer
Biosecurity (Human Health Regulation) 2016	Regulation 7	disinsection measures for incoming aircraft
Biosecurity (Movements between Parts of Australian territory) Declaration 2016	Section 5	regulated movements between parts of Australian territory
Biosecurity (Negative Pratique) Instrument 2016	Section 5	classes of incoming aircraft or vessels and requirements that must be complied with for pratique to be granted
Biosecurity Regulation 2016	Regulation 47	pre-arrival reporting requirements for aircraft
	Regulation 51	pre-arrival reporting exemptions for aircraft
	Regulation 118	exemptions from the Act—goods or aircraft or vessels moving from Torres Strait to another part of Australian territory
Civil Aviation Act 1988	Section 3	interpretation, definition ' <i>non-scheduled flight</i> '
International Health Regulations 2005 (IHR's)	Article 1	definition, ' <i>disinsection</i> '