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# Glossary

Term	Definition
Goods	<p>Goods (as defined in the <i>Biosecurity Act 2015</i>) include the following:</p> <ul style="list-style-type: none"> <li>• an animal;</li> <li>• a plant (whether moveable or not);</li> <li>• a sample or specimen of a disease agent;</li> <li>• a pest;</li> <li>• mail;</li> <li>• any other article, substance or thing (including but not limited to, any kind of moveable property).</li> </ul> <p>Excludes ballast water, human remains and conveyances (unless that conveyance is carried on another conveyance).</p> <p>Goods are subject to biosecurity control when the aircraft carrying goods lands and must only be unloaded at a landing place that is a first point of entry for those goods, or under <i>Biosecurity Act 2015</i> section 146 permission from the Department of Agriculture, Fisheries and Forestry. The goods must be moved in accordance with any direction given by a biosecurity officer (section 132 of the <i>Biosecurity Act 2015</i>).</p>
Department's arrivals email	<a href="mailto:arrivals@agriculture.gov.au">arrivals@agriculture.gov.au</a>
Biosecurity officer	A person who is authorised under the <i>Biosecurity Act 2015</i> section 545 to be a biosecurity officer.
Disinsection	<p>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.</p> <p>Note: definition taken from the <a href="#">International Health Regulations 2005 (IHRs)</a>.</p>
Non-scheduled flight	Non-scheduled flight, of an aircraft, has the meaning given by the <a href="#">Air Navigation Act 1920</a> .
Pratique	The <i>International Health Regulation 2005</i> defines pratique as “permission for a ship to enter a port, embark or disembark, discharge or load cargo or stores; permission for an aircraft, after landing, to embark or disembark, discharge or load cargo or stores; and permission for a ground transport vehicle, upon arrival, to embark or disembark, discharge or load cargo or stores”. This is to ensure risks to human health can be identified and managed before the vessel or aircraft is unloaded or disembarked.
Positive pratique	Under section 48 of the <i>Biosecurity Act 2015</i> , pratique is automatically given to all incoming vessels and aircraft arriving in Australian territory at an authorised landing place or port, unless the aircraft or vessel is a class specified by the Director of Human Biosecurity as being subject to negative pratique.
Negative pratique	Under section 49 of the <i>Biosecurity Act 2015</i> , there are classes of aircraft or vessels (specified by the Director of Human Biosecurity) that must meet certain requirements in order to be granted manual pratique by a biosecurity officer. These circumstances may relate to human health aspects related to disinsection measures, listed human disease signs or symptoms, or death on board.
Signs and symptoms	Details of what to look for when assessing an ill traveller/s can be found in the <a href="#">Fact Sheet: Reporting an Illness or Death</a> , developed by the Department of Health.
Listed Human Disease (LHD)	Any disease declared to be a listed human disease by the Director of Human Biosecurity through a determination.

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<b>Term</b>	<b>Definition</b>
Conveyance	Means any of the following: <ul style="list-style-type: none"><li>a) an aircraft;</li><li>b) a vessel;</li><li>c) a vehicle;</li><li>d) a train (including railway rolling stock);</li><li>e) any other means of transport as prescribed by the regulations.</li></ul>

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## Contact

For further information please visit the Department of Agriculture, Fisheries and Forestry [website](#) or contact [Arrivals](#) or your [local department office](#).

## Disclaimer

- The requirements in this document are subject to change and it is the responsibility of the user to check they have the latest version and to ensure compliance with the legislation. For the latest version visit [agriculture.gov.au/biosecurity/avm/aircraft](http://agriculture.gov.au/biosecurity/avm/aircraft).
- The requirements contained in this document are those of the department only and do not include the requirements of any other Australian Government agency.
- Links to other websites are provided for the user's convenience and do not constitute endorsement of all material at those sites, or any associated organisations, products or services.
- If you use automatic language translation services in connection with this document, you do so at your own risk.
- The department may revise this disclaimer at any time by updating this posting.
- In addition, please refer to the department's [disclaimer](#).

# 1 Purpose

This document provides a guide to airlines and aircraft operators who intend to fly into Australian territory. The information contained herein outlines the biosecurity requirements for aircraft clearance in accordance with Australian Government legislation, *Biosecurity Act 2015* including all subordinate legislation.

## 2 Biosecurity

The department is responsible for managing Australia's biosecurity system. Every year the department assists millions of people, goods, vessels and aircraft move in and out of Australia without harming our environment, animal, plant and human health.

The department works closely with other governments, industry and the community to manage biosecurity risks offshore, onshore and at the border.

Australia's strong biosecurity system helps to protect our unique environment and agricultural sector and supports Australia's reputation as a safe and reliable trading nation. This has significant economic, environmental and community benefits for all Australians.

The department administers human biosecurity functions at the border on behalf of the [Department of Health](#) (DoH) including the screening of arriving passengers for listed human diseases, surveillance activities relating to aircraft disinsection and vector monitoring.

The department is responsible for the biosecurity clearance of all incoming international aircraft, aircraft waste, goods, live animals and passengers' accompanied baggage.

## 3 Managing biosecurity risks offshore

Airline and aircraft operators have the opportunity to proactively manage the biosecurity risks and compliance prior to departure from an overseas port before arrival into Australia.

The biosecurity obligations to minimise biosecurity risks include:

- secure your aircraft while overseas to prevent contamination by pests, insects, rodents, residues and waste
- check the aircraft (including holds) prior to boarding, loading and departure process from the last overseas airport to confirm no pests, insects or rodents have accessed the aircraft
- apply the mandatory aircraft disinsection treatments correctly and in accordance with airline or aircraft operators procedures and Australia's requirements
- treat any identified risks by engaging a qualified pest controller or advise a biosecurity officer at the arrival airport.

- Note: infestation or contamination on incoming flights may require additional biosecurity controls and restrictions to be applied to the aircraft while in Australia through biosecurity directions that may impact intended operations in Australia and/or require treatment.

## 4 Pre-arrival reporting requirements

Under section 193 of the *Biosecurity Act 2015*, the operator of an aircraft is required to report prescribed information before landing.

Failure to comply with a requirement to report, or giving false or misleading information, is an offence under the Act.

### 4.1 What must be reported?

The operator of an aircraft must report if any of the following circumstances are applicable to the aircraft:

- a) details of any person on board the aircraft who has, or had, signs or symptoms of a listed human disease during the flight
- b) details of any person on board the aircraft who died during the flight
- c) if there are animals or plants (or both) in the cabin of the aircraft
- d) if any animal in the cabin of the aircraft died during the flight
- e) if the aircraft is an incoming aircraft and the prescribed disinsection measures for the aircraft have not been taken, or will not have been taken, before the aircraft arrives at its first landing place in Australian territory.

In the event that any of the above circumstances are applicable to the aircraft and if the operator of an aircraft cannot make direct contact with the department, the operator must ensure their Ground Handling Agent or local representative at the relevant airport contacts the department and reports the prescribed information prior to the aircraft arrival. The operator of an aircraft must also report any changes to the above information.

Where any of the above circumstances are reported, air crew are to manage travellers on board aircraft to maintain control to facilitate a biosecurity officer boarding. A biosecurity officer may board the aircraft to verify disinsection compliance and treatment, if necessary, assess an ill traveller and investigate a death of a traveller prior to pratique being granted.

Refer to [section 5](#) for pratique controls and conditions.

### 4.2 Non-scheduled flight

The operator of an aircraft on a non-scheduled flight must report the following additional information without exception:

- a) information identifying the aircraft
- b) the intended first landing place of the aircraft in Australian territory

- c) the estimated day and time of arrival of the aircraft at the place referred to in paragraph b)
- d) the name and contact details of:
  - i) the operator of the aircraft and
  - ii) if the operator is not the owner of the aircraft— also the owner of the aircraft
- e) details about any animals or plants in the cabin of the aircraft.

### **4.3 When must the report be given?**

The pre-arrival report must be given:

- a) at the earlier of:
  - i) 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; and
  - ii) 30 minutes before the aircraft is estimated to come to a standstill after arriving at its first landing place in Australian territory; or
- b) at the time specified by a biosecurity official.

Note: Aircraft on non-scheduled flights may provide the additional information to the department prior to the aircraft's departure from the last port before entering Australian territory.

### **4.4 To whom must the report be given and how?**

The pre-arrival report must be made to biosecurity officers located at the intended first landing place (or at the department office responsible for biosecurity clearances at the intended first landing place) either orally or in writing (including electronically).

## **5 Pratique**

Pratique, in practice, is permission given to an aircraft arriving in Australia to disembark passengers and crew after determining the aircraft is free from any human illness or death.

Aircraft entering Australia currently operate under a system of positive pratique, which means pratique is deemed to be automatically granted at the time an aircraft arrives.

However, positive pratique does not apply, and is taken never to have applied, in the following situations:

- 1) The operator of the aircraft has given prescribed information in relation to items as listed in [section 4](#).
- 2) The Director of Human Biosecurity has given a direction, before the aircraft arrives, that pratique is not taken to have been granted.
- 3) A departmental officer advises the operator of the aircraft, before or after the aircraft arrives, that he or she has not satisfied that the aircraft is free from infection.

Aircraft in the above circumstances will undergo negative pratique whereby departmental officers will meet all aircraft when pratique is not automatically granted.

If pratique is not granted, no travellers or air crew are permitted to leave the aircraft and no goods to be removed from the aircraft. Once a biosecurity officer has granted pratique, disembarkation of travellers and unloading of goods can commence.

Failure by an operator of an international aircraft to fulfil pratique requirements is a breach of the Act.

## 6 Approval to land aircraft in Australia

### 6.1 First point of entry requirements

Section 237 of the *Biosecurity Act 2015* requires overseas aircraft to land at a landing place that has been determined a first point of entry under section 223 of the *Biosecurity Act 2015*, unless specific permission has been granted under section 239 or a direction given under sections 241-42. Additionally, some first points of entry will have designated Biosecurity Entry Points (section 238) where particular aircraft or goods must be brought as soon as practicable, in order to manage the biosecurity risks associated with them.

It is an offence for the operator of an aircraft to land aircraft in contravention of any of these sections.

Each first point of entry has its own determination which details the classes of aircraft and goods that may be landed, any Biosecurity Entry Points, and conditions under which the landing place operates as a first point of entry. These determinations can be found on the [Federal Register of Legislation](#) as instruments of the *Biosecurity Act 2015*.

### 6.2 First points of entry permanently staffed by the department

The following first points of entry are permanently staffed by the department:

- Adelaide Airport
- Brisbane Airport
- Cairns Airport
- Christmas Island Airport
- Cocos (Keeling) Islands Airport
- Darwin Airport
- Gold Coast Airport
- Melbourne Tullamarine Airport
- Norfolk Island Airport
- Perth Airport
- Sydney Kingsford-Smith Airport.

## 6.3 First points of entry not permanently staffed by the department

Australian airports that have been determined as first points of entry and are not permanently staffed by the department are serviced for international arrivals under a request for service arrangement.

The [National Passenger Processing Committee](#) (NPPC) co-ordinates the exercise of various statutory controls and responsibilities carried out at airports. One of the NPPC's functions is to review requests from aircraft/pilots arriving or departing from non-international and/or non-designated airports where there is no permanent presence by the:

- Department of Home Affairs
- Department of Agriculture, Fisheries and Forestry.

Aircraft operators/pilots should refer to the [NPPC Airport Guide](#) to identify if NPPC approval is required for the airport at which they wish to arrive. (Note: If the airport at which you wish to arrive is not on the attached list, NPPC approval is required).

If NPPC approval is required, aircraft operators/pilots must provide a written request for NPPC approval to the Department of Home Affairs at least ten (10) business days prior to the flight.

For non-scheduled flight arrivals at first points of entry where NPPC approval is not required, notification of prescribed information is still required under the Act (see [section 4](#)). Other Government agencies will also require notification of your arrival. It is the responsibility of the airline operator/pilot or agent (Ground Handling Agent) to contact the [regional office](#) to make arrangements for an aircraft's arrival.

## 6.4 Aircraft arriving into non-first points of entry

Under section 239 of the Act, the Director of Biosecurity or the Director of Human Biosecurity (or a delegate) may give permission upon receipt of an [application](#) in writing for the entry of an overseas aircraft at a landing place that is not a first point of entry for aircraft.

Australian airports and landing places that are non-first points of entry are serviced for international arrivals under a request for service arrangement.

Aircraft operators/pilots should also refer to the NPPC Airport Guide located on the [Australian Border Force website](#) to identify if NPPC approval is required for the airport at which they wish to arrive. (Note: If the airport at which you wish to arrive is not on the attached list, NPPC approval is required).

If NPPC approval is required, aircraft operators/pilots must provide a written request for NPPC approval to the Department of Home Affairs at least ten (10) business days prior to the flight. Biosecurity conditions and restrictions may apply.

If NPPC approval is not required, a [Request to land aircraft or unload goods at a place not determined to be a point of entry in Australian territory form](#) must be submitted electronically via email to [the department](#) for consideration by the department at least ten (10) working days prior to arrival. Failure to do so may prevent a permission being granted and result in the

aircraft needing to land at first point of entry permanently staffed by the department (see [section 6.2](#)).

The application will be considered by the department based on whether the landing place has appropriate infrastructure, facilities and procedures to manage the biosecurity risk as well as the ability for that location to be staffed. Other Government agencies will also require notification of your arrival.

The NPPC Airport Guide, NPPC Application Form and further information on the NPPC can be found on the [Australian Border Force website – Aircraft Entering and Departing Australia](#).

## **6.5 Aircraft carrying cargo (animals, plants or other goods)**

Section 145 of the Act requires that goods (including accompanied baggage and waste) must be unloaded at a first point of entry for those goods unless permission has been granted under subsection 146(2).

To apply for permission, a [Request to land aircraft or unload goods at a place not determined to be a point of entry in Australian territory form](#) must be emailed to [the department](#) at least ten (10) working days prior to arrival. Failure to do so may prevent a permission being granted and result in the commission of an offence, if goods are landed without permission.

Under section 145(2) of the Act it is an offence for goods subject to biosecurity control to be unloaded at a place that is not a first point of entry for those goods, and if permission for unloading as not been given. Good unloaded without permission may be re-exported or destroyed.

In the event that permission is not granted, the person in charge or operator of the aircraft should consider alternative arrangements such as:

- 1) Biosecurity clearance of the goods at an airport that is a first point of entry for those goods, prior to moving them to the non-first point landing place; or
- 2) Biosecurity bonding of goods (subject to the department's approval) on board the aircraft in circumstances where:
  - a) the aircraft will be returning overseas; or
  - b) the final destination of the goods is a first point of entry.

# **7 In-flight and on-arrival announcements**

## **7.1 Mandatory passenger announcement**

Section 220 of the Act states:

'The person in charge or the operator of an incoming aircraft or vessel that is subject to biosecurity control because of subsection 191(2) or (4) must ensure that each person (including

a member of the crew) on board the aircraft or vessel is given information about biosecurity requirements under the laws of the Commonwealth. The content and form of information given under subsection (1) must have been approved by the Director of Biosecurity or the Director of Human Biosecurity. The information may be given in writing or orally, including by means of an audio, or audio-visual, recording.

The following caution is to apply to the person in charge or the operator of an incoming aircraft or vessel that is subject to biosecurity control because of s191(2) or (4), in accordance with s220 of the *Biosecurity Act 2015*.

‘You may be liable to a civil penalty if you fail to ensure that each person (including a member of the crew) on board the aircraft is given approved information about biosecurity requirements under the laws of the Commonwealth’.

Delivery of the approved incoming passenger announcement on all international flights is a legal requirement and must occur 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.

Check in-flight traveller announcement capability on board that flight and ensure air crew are aware of the requirement to deliver it to travellers during the flight.

The approved in-flight passenger announcement is as follows and **must not be edited**.

#### **In-flight passenger announcement**

This is an important message from the Australian Government. Australia has strict biosecurity laws that apply to you. We need your help to protect Australia’s environment, unique wildlife, farming and way of life from dangerous pests and diseases.

That’s why you must always declare or dispose of food and ingredients, such as fruit, vegetables, spices, grains, meat, eggs and dairy as well as plants, flowers or seeds and wood and animal products, such as fur or shells.

You must also declare any shoes or equipment with soil on them, or that have been used in rivers and lakes, or if you have been to a farm or in contact with farm animals in the past 30 days.

Remember, all food you are served on-board must be left on-board. Do not take it with you when you leave.

When you arrive, a biosecurity officer will check your incoming passenger declaration, and your bags may be screened and inspected. You are responsible for all items in your luggage.

If you don’t declare truthfully, it may result in a penalty. Your visa may be cancelled and you may be refused entry into Australia. You might also be prosecuted in court.

If you are unsure, just declare it.

You will not be penalised if you declare and present all goods, even if they are not allowed into Australia.

We also need to keep people safe from communicable diseases. If you feel sick, and have a fever, cough, sore throat, or are having difficulty breathing, please tell a crew member now. This will protect you, your family and other members of the community.

Make your arrival into Australia as easy as possible. Just declare it.

## 7.2 On-arrival announcement – Medical

When border officials are required to board an aircraft to attend to an ill passenger or a passenger who has died in-flight, the following on-arrival announcement may be aired. The purpose of this announcement is to advise passengers that there may be delays while border officials assess the situation. The aircraft will be under negative pratique restriction and controls at that time until pratique is granted by a biosecurity officer. It is the responsibility of the aircraft operator to facilitate the biosecurity officer boarding and assessment.

The approved announcement is as follows and must not be edited.

### **On-arrival medical announcement**

This is an important message from the Australian Government. There is a medical situation involving a passenger/s on board this aircraft. Border officials and medical personnel will now assess the situation. There is no need for concern. Please remain seated until the notice to disembark has been provided.

## 8 Aircraft disinsection

Regulation 7(1) of the *Biosecurity (Human Health) Regulation 2016* states:

For section 204A of the Act, the operator of an incoming aircraft must take measures (disinsection measures) to control or destroy, by treating the aircraft, insect vectors of human diseases that:

- a) have the potential to cause, directly or indirectly, a listed human disease; and
- b) may exist in or on:
  - i) the aircraft; or
  - ii) goods in or on the aircraft.

Failure to comply with regulation 7 is an offence and may attract a penalty.

The [World Health Organization \(WHO\)](#) defines 'disinsection' as 'the procedure whereby health measures are taken to control or kill the insect vectors of human diseases present in baggage, cargo, containers, conveyances. For example, insect vectors include mosquitoes. The department administers disinsection requirements on behalf of the Department of Health (DoH).

International aircraft are disinsected to help protect Australia from potential disease vectors and harmful pests. Details of aircraft disinsection requirements based on the WHO's recommendations and DoH policy requirements can be found in the [Schedule of Aircraft Disinsection Procedures for Flights into Australia and New Zealand](#).

To assist airlines with differing operational requirements, several options are available for achieving aircraft disinsection compliance for cabins and holds for arrival in Australia. The approved methods are:

- Residual (conducted in the absence of passengers)
- Pre-embarkation (conducted in the absence of passengers)

- Pre-departure (conducted in the presence of passengers)
- On-arrival (conducted in the presence of passengers).

Approval to perform some methods of disinsection is dependent on airlines entering into formal arrangements with either the department or Ministry for Primary Industries (MPI) New Zealand. The arrangement outlines the airline's governance requirements, application of a particular set of procedures and the supervision, monitoring and testing of the airline compliance with those procedures.

## 9 Biosecurity waste

All cabin, galley and hold waste on board the aircraft must be collected, transported, stored and/or treated by a service provider that has entered into an approved arrangement with the department or under the department's supervision on a fee for service basis.

Biosecurity waste may be derived from:

- waste, sweepings, organic galley and accommodation refuse from aircraft;
- refuse or sweepings from the holds of aircraft;
- unconsumed prepared meals and other partly consumed food;
- any non-washable items, other waste or materials which may have come into contact with biosecurity waste;
- animal and plant materials (including floral arrangements and animal or plant waste); or
- materials used to pack and stabilise imported goods.

For more information on approved service providers contact your [local department office](#) and ask for the Approved Arrangements Section or contact [Arrivals](#) for any other queries.

## 10 Aeronautical Information Pack – Air Services Australia

The contents of this guide are reflected in the [Air Services Australia – Aeronautical Information Pack](#), in summary form and related to biosecurity controls, restrictions and services at the designated airports for international aircraft arrivals.

# Version control

Updates will occur automatically on the department's website and this page will summarise the amendments as they occur. The specific sections updated are described in the revision table below.

Description of change	Section	Author	Date
<ul style="list-style-type: none"> <li>• First draft</li> <li>• CLU clearance</li> <li>• 20D URL amendment</li> </ul>	All All 7.3	Airports Program DAFF Corporate Legal Unit	2008
<ul style="list-style-type: none"> <li>• Amended the Been Away? Feel Ok? pamphlet ordering process</li> </ul>	8.1	Airports Program	2009
<ul style="list-style-type: none"> <li>• Amended the in-flight languages</li> </ul>	8.1	Passengers Program	2010
<ul style="list-style-type: none"> <li>• Amended approval to land aircraft in Australia section</li> <li>• Amended pre-arrival reporting requirements section</li> </ul>	7 5	Passengers Program	2011
<ul style="list-style-type: none"> <li>• Amended branding</li> <li>• Amended NPPC and in-flight announcement section</li> </ul>	All 6	Policy and Prevention Program	2013
<ul style="list-style-type: none"> <li>• Amended in-flight announcement section</li> <li>• Updated links from @daff.gov.au to @agriculture.gov.au</li> <li>• Inserted optional on-arrival announcement for ill and deceased passengers</li> </ul>	6 All 6	Policy and Prevention Program Travellers and Vessels Section	2014
<ul style="list-style-type: none"> <li>• Amended in-flight announcement</li> </ul>	6	Travellers and Vessels Section	2015
<ul style="list-style-type: none"> <li>• Amended content and links to forms for new <i>Biosecurity Act 2015</i></li> </ul>	All	Travellers and Vessels Section	2016
<ul style="list-style-type: none"> <li>• Update to mandatory passenger announcement information (video)</li> </ul>	6.1	Compliance	2018
<ul style="list-style-type: none"> <li>• Updated passenger announcement</li> </ul>	6.2	Compliance Conveyances and Ports	2019
<ul style="list-style-type: none"> <li>• Amended glossary</li> <li>• Amended aircraft carrying cargo (animals, plants or other goods) section</li> <li>• Updated in-flight and on-arrival announcement section</li> <li>• Updated references to department name</li> <li>• Amended links</li> </ul>	5.5 6 All All	Travellers and Conveyances and Ports Section	2020
<ul style="list-style-type: none"> <li>• Amended in-flight announcement section</li> </ul>	6.3	Travellers section	2020
<ul style="list-style-type: none"> <li>• Updated in-flight and on-arrival announcement section</li> </ul>	6	Travellers section	2020
<ul style="list-style-type: none"> <li>• Updated mandatory passenger announcement information</li> </ul>	6.1	Travellers section	2021
<ul style="list-style-type: none"> <li>• Removal of pre-flight and top of descent disinsection method. Replaced with pre-departure disinsection method</li> </ul>	7	Conveyances and Ports	2021

Guidelines for airline and aircraft operators arriving in Australian territory

<ul style="list-style-type: none"> <li>• Introduced section for airline and aircraft operators to proactively manage biosecurity risks offshore</li> </ul>	3	Conveyances and Ports	2021
<ul style="list-style-type: none"> <li>• Amendment to the pre-arrival reporting requirements section “What must be reported”</li> </ul>	4.1		
<ul style="list-style-type: none"> <li>• Amendment to pratique section to advise of air crew obligations if pratique is not granted</li> </ul>	5		
<ul style="list-style-type: none"> <li>• Airline and aircraft operators to check in-flight announcement capabilities</li> </ul>	7.1		
<ul style="list-style-type: none"> <li>• Aeronautical Information Pack – Air Services Australia</li> </ul>	10		
<ul style="list-style-type: none"> <li>• Removed coronavirus passenger announcement information</li> </ul>	7.3	Conveyances Policy section	2022
<ul style="list-style-type: none"> <li>• Department branding updated to DAFF</li> </ul>	All		