



# Guidance Document

Draft for Consultation

## **Aircraft from All Countries**

GUIDANCE CRMS AIRCRAFT

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## Title

Guidance Document: Aircraft from All Countries

## Related Requirements

Craft Risk Management Standard: Aircraft from All Countries

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## Contents

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<b>1</b>	<b>Purpose</b>	<b>3</b>
<b>2</b>	<b>Background</b>	<b>3</b>
<b>3</b>	<b>Definitions</b>	<b>3</b>
<b>4</b>	<b>Meeting the biosecurity requirements</b>	<b>3</b>
4.1	What should be done prior to arrival?	4
4.2	What happens on arrival?	5
4.3	What does obtaining aircraft clearance involve?	6
4.4	Remaining an international aircraft	6
4.5	Craft Risk Management Plans	7
	<b>Appendix 1 – Definitions</b>	<b>8</b>

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# 1 Purpose

This document contains the supporting information for the Craft Risk Management Standard (CRMS) for Aircraft from All Countries. It provides the operators, persons in charge of an aircraft and other stakeholders associated with the arrival of aircraft in New Zealand with explanatory information and expectations to assist them in meeting the requirements of the CRMS and what actions Ministry for Primary Industries (MPI) may undertake to verify compliance.

The final format for the supporting information has yet to be confirmed. At issuing of the CRMS, the supporting information may be presented either on the website (with a printable version available), remain as a guidance document or take some form in between.

# 2 Background

The CRMS has been developed as a result of the 2012 amendments to the Biosecurity Act 1993 (the Act), which provides the basis for the issuing of a standard for a craft itself. Prior to the CRMS, the management of risks entering New Zealand on-board an aircraft was conducted under the generic provisions of the Act, including the removal/disposal of risk goods and disinsection. In developing the CRMS, the requirements for managing risk goods and disinsection have been consolidated into a single standard.

Disinsection is internationally recognised as being an effective measure to manage the hitchhiker insect species (such as fruit flies) and insect transmitted diseases (such as malaria and blue tongue disease) associated with international air travel and both the World Health Organisation (WHO) and the International Civil Aviation Organisation (ICAO) have provided guidelines for aircraft disinsection.

The regulated pest species that are associated within air cargo or are contained within food waste, galley trolleys and other waste materials are all managed by the overlap of the CRMS with other standards, particularly the requirements of the port of first arrival approvals.

# 3 Definitions

All words in **bold** are defined in Appendix 1.

# 4 Meeting the biosecurity requirements

The CRMS for Aircraft from All Countries requires any **aircraft** that **arrives** in New Zealand to be “*free of **regulated pests**, **risk goods** and **biosecurity contamination**, or managed in accordance with the requirements of this CRMS*”. The aim of undertaking **disinsection** of an aircraft and other treatments or management practises is to ensure that aircraft arriving in New Zealand do not harbour any hitchhiker species that are a biosecurity risk.

Aircraft that do not meet the requirements of the CRMS upon arrival will be directed for action that is considered to be appropriate to manage the biosecurity risks (for example disinsection) and to meet the requirements of the CRMS.

## 4.1 What should be done prior to arrival?

### 4.1.1 Disinsection

The CRMS requires any aircraft **arriving** in New Zealand to be disinsected by one of the four methods outlined in the Schedule of Aircraft Disinsection Procedures for Flights into Australia and New Zealand. Three of the four methods are to be conducted prior to arrival: residual disinsection, pre-embarkation or pre-flight disinsection, and top of decent disinsection.

The Schedule requires that each method of disinsection be conducted with the appropriate aerosol, and a valid certificate of disinsection, and where appropriate all exhausted or partly used cans are required to be made available to an MPI inspector upon request.

Australia and New Zealand operate together to harmonise disinsection procedures between the two countries; this involves a formal disinsection compliance agreement between Australia, MPI and airlines that fly to airports in either country. Any commercial passenger and cargo airline or operator that is operating or intends to operate in New Zealand can enter into a disinsection agreement with MPI.

Airlines that have a compliance agreement with MPI pre-dominantly use residual disinsection, which is professionally administered and is subject to annual audits. This process provides on-going confidence that these aircraft comply with the disinsection requirements of the CRMS, as much as reasonably practical. Further information on compliance agreements is available on the [MPI website](#).

### 4.1.2 Information

The CRMS requires the **operator** or **person in charge** of any aircraft arriving in New Zealand to inform MPI of the aircraft's details, intended place and time of arrival, and disinsection status prior to arrival. Other biosecurity information may also be appropriate such as if any pests have been seen on-route to New Zealand and if any risk goods will remain on-board an **international transit aircraft**.

This information can be provided to MPI via a third party such as the operator of the intended place of first arrival, for example Auckland International Airport Company.

Each airport has different operating requirements and resource availability that determine what is considered a reasonable time within which the information is required to be received by MPI prior to arrival. For example, Auckland International Airport operates 24 hours a day and is resourced to receive large numbers of aircraft at any time; therefore MPI can receive the information within hours of arrival. In contrast, some of New Zealand's smaller international airports, such as Rotorua International Airport, receive limited number of international aircraft and are resourced accordingly; therefore MPI requires the information days in advance of arrival in order to provide the resources needed to receive an international aircraft.

Where the arriving aircraft requires dispensation for any of the requirements of the CRMS, the operator or person in charge is required to make a request directly to the MPI office at the airport of intended arrival or via the airport operator prior to arrival. MPI reserves the right to refuse requests to grant dispensation and the operator or person in charge will be provided with MPI approval or direction prior to arrival, either directly or via the airport operator.

**All suspected pest sightings on-board any aircraft on-route to New Zealand are to be reported to MPI prior to arrival in New Zealand.**

### 4.1.3 Appropriate place of first arrival – Airports

In order to effectively minimise the unintentional introduction of regulated pests into New Zealand, the Act requires any aircraft arriving in New Zealand to land at one of the airports approved to receive international aircraft. These airports have systems in place that can manage the presence of regulated pests on-board any aircraft, should the need arise; a list of these approved airports can be found on [MPI's website](#).

In cases of emergency or if it is not safe to land at an airport that is approved to receive international airport, the operator or person in charge is required to notify MPI staff via a third party, for example the operator of the closest large airport such as Auckland, Christchurch or Wellington. Once MPI have been notified, the operator or person in charge of the aircraft will receive MPI direction and arrangements for resources can be made to meet the aircraft. MPI directions may come via a third party such as the operator of an airport.

## 4.2 What happens on arrival?

Upon **arrival**, MPI will have assessed all the information provided by the airport, operator or person in charge of the aircraft. Based on this assessment the level of MPI verification required for each arriving aircraft will be determined. Verification ranges from confirming disinsection status to treatment.

### 4.2.1 What will MPI do to verify disinsection?

The CRMS requires that all aircraft (including both **domestic** and **international transit aircraft**) are disinsectioned. MPI will undertake one of the following methods to verify compliance:

1. For aircraft from airlines (both passenger and freight) that have a compliance agreement with MPI and a “current” disinsection status (meaning that the disinsection treatment is valid), MPI verification of the compliance will generally be minimal, for example confirming disinsection status in pre-arrival information or occasionally inspecting the disinsection certificate prior to the passengers and crewing dis-embarking and unloading of the aircraft.
2. For aircraft for which have a “current” disinsection status but there is no compliance agreement, MPI verification will generally involve the inspection of a disinsection certificate and where appropriate any aerosol cans used (particularly for pre-embarkation or pre-flight and top of decent disinsection) prior to the passengers and crewing dis-embarking and unloading of the aircraft.
3. For aircraft that do not have a “current” disinsection status or the pre-arrival disinsection information is incomplete, verification will range from the inspection of a disinsection certificate and where appropriate any aerosol cans used (particularly for pre-embarkation or pre-flight and top of decent disinsection) to treatment (disinsection) of the aircraft prior to the passengers and crewing dis-embarking and unloading of the aircraft.

For aircraft where the operator or person in charge has notified MPI of a suspected insect pest on-board on-route to New Zealand, disinsection will be conducted upon arrival irrespective of disinsection status or compliance agreement.

The person in charge of the aircraft will be made aware of MPI's intention to verify compliance prior to the passengers and crewing dis-embarking and unloading of the aircraft.

## 4.3 What does obtaining aircraft clearance involve?

Aircraft that arrive in New Zealand and intend to land at more than one airport are required by the CRMS to obtain **aircraft clearance** from MPI. Once clearance has been obtained, the aircraft is considered a “**domestic aircraft**” and is free to move between airports within New Zealand and can remain in New Zealand indefinitely. Clearance involves disinsection and the removal of all risk goods from the aircraft at the airport of first arrival, where systems are in place to manage any biosecurity risks.

### 4.3.1 Disinsection

The CRMS requires that all arriving aircraft are disinfected in accordance with the Schedule of Aircraft Disinsection Procedures for Flights into Australia and New Zealand. This requirement applies to any aircraft that intends to become classed as domestic. As part of the clearance process, the disinsection status of the aircraft will be verified by MPI (see section 4.2.1 for details).

### 4.3.2 Risk goods

The CRMS requires that all risk goods are removed from the aircraft and managed at an airport approved to receive international aircraft in order to meet the criteria for aircraft clearance. For example of risk management could include the disposal of cabin waste and vacuums via an **approved system** at the airport. This requirement ensures that there are approved systems in place to handle, treat or dispose of any risk goods and prevent the introduction of associated regulated pests into New Zealand, such as the Queensland Fruit Fly and Painted Apple Moth in or on fresh fruit.

Risk goods are items or materials that may harbour or be unintentional hosts to hitchhiker species that are considered to pose a biosecurity risk to New Zealand. Examples of risk goods are (but are not limited to) food waste, container or vessels that contain or have contained food and any other object or material that has the potential to host regulated pests (wood, bark or any animal or plant product etc).

### 4.3.3 Aircraft clearance

Once the disinsection status has been confirmed and all risk goods have been removed, MPI will inspect the aircraft to verify compliance with the CRMS. Once the inspector is satisfied that the aircraft is compliant aircraft clearance will be issued.

Operators or persons in charge are recommended to contact the MPI office at the airport of intended first arrival to confirm arrangements for obtaining aircraft clearance.

Once clearance has been issued, the aircraft is free to travel anywhere in New Zealand and remain indefinitely.

Should an aircraft with clearance leave New Zealand and land in another country, the aircraft will need to obtain new aircraft clearance upon return to New Zealand in order to travel between national airports. The level of MPI verification for such returning aircraft will be determined on a case by case basis and may vary.

Please note that in order to obtain clearance, all cargo and air containers are to be managed in accordance with any relevant import health standard(s) or as directed by an inspector.

## 4.4 Remaining an international aircraft

A large number of the international aircraft that arrive have a short turn-around time before they leave New Zealand. **International transit aircraft** are required by the CRMS to land at a single New

Zealand airport and it can only remain as long as it takes to unload and reload the aircraft to a maximum of 8 hours. In terms of the aircraft itself, international transit aircraft are considered to pose different biosecurity risks to aircraft that intend to be fully cleared and therefore have different requirements, particularly for risk goods.

#### 4.4.1 Disinsection

The CRMS requires that any arriving aircraft be disinsected in accordance with the Schedule of Aircraft Disinsection Procedures for Flights into Australia and New Zealand. This requirement applies to any aircraft that intends to be classed as an international transit aircraft. As part of the arrival process, the disinsection status of the aircraft will be verified by MPI (see section 4.2.1 for details).

#### 4.4.2 Risk goods

As international transit aircraft only remain in New Zealand for a maximum of 8 hours in the biosecurity area of place of first arrival, the biosecurity risk posed by risk goods (such as food and food related material) is considered to be low enough to not necessarily require removal and disposal at arrival.

The CRMS requires that all risk goods are either secured on-board or removed from the aircraft.

The CRMS requires the operator or person in charge to inform the local MPI office through the pre-arrival information that they intend to keep certain risk goods on-board. Any risk goods that the operator or person in charge wishes to remain on-board during the stay in New Zealand are required to be approved by MPI.

MPI will only approve the storage of risk goods on-board the aircraft, if the inspector is satisfied that the risk goods will not present the potential for regulated pests to enter New Zealand. For example, processed food (for the next flight) in packaging that is stored in on-board cupboards is considered to present minimal biosecurity risk if stored securely. As part of the approval, MPI may direct how any risk goods are to be stored on-board.

In some cases MPI verification may involve an inspection of the risk goods secured on-board.

#### 4.4.3 Maintenance

As the CRMS does not permit international transit aircraft to leave the airport of first arrival (except to leave New Zealand), the CRMS requires that any maintenance (scheduled or unscheduled) is conducted at facilities that are within the approved Place of First Arrival area at the airport. This ensures that all risk goods that may be found in an aircraft may be removed and disposed of in the appropriate manner.

**All suspected pest sightings on-board any aircraft during any maintenance is to be reported to MPI on 0800 809 966.**

### 4.5 Craft Risk Management Plans

A craft risk management plan (CRMP) is where the operator or person in charge of an aircraft proposes to meet the outcome of this CRMS with requirements that are equivalent to but different from those specified in the CRMS. The operator or person in charge can submit a CRMP to MPI for approval. For details refer to the MPI website.



## Appendix 1 – Definitions

This appendix sets out the definitions of terms used within this document. Unless a term has a specific definition listed below, then the meaning should be taken to be the same as that found in Section 2 of the Biosecurity Act 1993.

### **Aircraft**

The ordinary meaning of aircraft; for example aeroplanes, hydroplanes, and helicopters.

### **Aircraft clearance**

Written authority from an inspector, once the inspected is satisfied that:

- a) The aircraft is clean, free of regulated pests, risk goods and biosecurity contamination; and
- b) That all the required information has been received by MPI, for example any certificates verifying disinsection or any other treatments previously required by an inspector.

### **Approved System**

Means a system approved as part of a POFA approval under section 37 of the Act.

### **Arrive in New Zealand**

For the purposes of an aircraft, the Act defines to arrive to mean: *to land (whether or not on land) in New Zealand territory after a flight originating outside New Zealand territory.*

### **Biosecurity contamination**

Means a risk good and where there is an unwanted presence in a commodity, storage place, or aircraft of any material that may pose a biosecurity risk.

### **Domestic aircraft**

Means an aircraft that in accordance with this CRMS is free of regulated pests, risk goods and biosecurity contamination and has received written aircraft clearance from MPI to travel throughout New Zealand and can remain in New Zealand indefinitely.

### **Disinsection**

Means the procedure whereby measures are taken to control or kill the insect pests present in or on the internal surfaces of an aircraft such as the cabin and hold areas.

### **International transit aircraft**

Means an aircraft that is free of regulated pests but may have risk goods securely stored on board in a manner approved by an inspector, but does not receive biosecurity clearance and can only travel to one POFA and is required to depart New Zealand 8 hours after first arrival.

### **Place of First Arrival (POFA)**

Means a place that has approval under section 37 of the Act for the arrival of craft from a foreign place.

### **Regulated Pest**

Means an organism that is a “risk good”, as defined in Section 2 of the Biosecurity Act.

### **Risk goods**

The Act defines risk goods to mean: *any organism, organic material, or other thing, or substance, that (by reason of its nature, origin, or other relevant factors) it is reasonable to suspect constitutes, harbours, or contains an organism that may—*

- a) *cause unwanted harm to natural and physical resources or human health in New Zealand; or*
- b) *interfere with the diagnosis, management, or treatment, in New Zealand, of pests or unwanted organisms.*

For the purposes of this CRMS the following are examples of risk goods that are not intended for import and are therefore managed by this CRMS:

- a) Uncleared goods or cargo (for example cargo destined for another country and spillage from previous cargo in the hold);
- b) Wood packaging (for example dunnage);
- c) Domestic waste and the vacuums from cabin, hold and other internal areas;
- d) Animals and plants and parts thereof (for example, pot plants, floral arrangements, animal and plant waste; and
- e) Pests and their material such as nests or egg masses.

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