

To Pilots of Small Jets or Private Passenger Aircraft (Operating through Fixed Base Operators) entering New Zealand/Australia

Disinsection of Small Aircraft entering New Zealand and Australia.

In order to help curb the spread of unwanted pests (many of which are also disease carriers), all aircraft (cabins and cargo areas) will require disinsection on arrival with passengers and cargo still on board, unless specific Disinsection measures are undertaken prior to arrival (and found to be compliant by MAFBNZ or AQIS).

How to Avoid 'On Arrival' Disinsection.

For operators not on a Disinsection Compliance Agreement with either MAFBNZ or AQIS, the "Pre-flight and Top of Descent" method of Disinsection (as described in the [AQIS/MAFBNZ Schedule of Aircraft Disinsection Procedures](#)) is the only prior Disinsection treatment acceptable by MAFBNZ or AQIS.

Refer to section 4 of the Schedule of Aircraft Disinsection Procedures (4 - 4.3 on pages 14 -16 and 4.7 on page 18).

This information can be accessed from either of the following links: <http://www.biosecurity.govt.nz/enter/aircraft> or <http://www.daff.gov.au/aqis/avm/aircraft/disinsection/procedures>

The "Pre-flight and Top of Descent" method of Disinsection is a two part treatment, using two different aerosol sprays. The first treatment is undertaken prior to passengers boarding (at the last airport of departure en route to Australia/New Zealand) Any small cargo compartments are also sprayed with the same approved permethrin aerosol (green tops). The second part of the treatment is carried out while the aircraft is at Top of Descent into New Zealand/ Australia using a α -phenothrin aerosol (blue top).

Operators carrying out this treatment must complete the appendix 3: "Pre-flight and Top of Descent Disinsection Certificate" (page 27) and present the used or partially used can/s along with the completed certificate on arrival. The amount of product used for each aircraft type is specified in the [Spray Rates Listing](#) viewable via the same web site.

On arrival in New Zealand or Australia, the operator must ensure the aircraft remains closed until clearance is given from the MAFBNZ or AQIS Inspector (The aircraft doors/windows may only be opened after the Inspector is satisfied the disinsection has been effective and compliant with the schedule).

If you are likely to become a regular visitor or returning traveller to New Zealand or Australia, you may apply to the relevant agency to enter into a Compliance Agreement with either MAFBNZ or AQIS to undertake either the Residual or Pre-embarkation method of Disinsection (outlined in sections 2 and 3 of the schedule). Both treatment options are carried out in the absence of passengers and enable the aircraft to arrive pre-cleared for Disinsection purposes.

MAFBNZ currently offers a free 40 minute training session to undertake Pre-embarkation Disinsection at any FBO facility in Auckland.

Aircraft Disinsection is carried out to meet Biosecurity and Ministry of Health requirements and is a practice recommended by the World Health Organization.

Any matters or concerns relating to Aircraft Disinsection may be sent to: DisinsectionMatters@maf.govt.nz

Disinsection Aerosols currently meeting MAFBNZ and AQIS Efficacy Requirements

1. Presently there are only three branded products which have been vetted by MAFBNZ or AQIS and found to be compliant for use into both countries. (Callington, MAC and PSA)

Links to company websites are provided for the user's convenience and do not constitute endorsement of all material at those sites, or any associated organisation, product or service.

- **Callington** (Callington Haven) – www.callingtonhaven.com
The NZ distributor for Callington aerosols (Safeworx), is based at Auckland Airport www.safeworx.co.nz
- **MAC** (Arandee Industries) – www.arandee.co.nz
- **PSA** – www.psa-paris.com

2. For more information on aerosols ,please refer to the Schedule of Aircraft Disinsection Procedures (1.4 on pages 5-6) <http://www.daff.gov.au/aqis/avm/aircraft/disinsection/procedures>
3. It is recommended you source sufficient supplies of disinsection products either from your FBO (Fixed Base Operator) or chosen supplier ready for your next voyage, as these may be difficult or not possible to source in some countries.

In addition to meeting disinsection requirements, please ensure you are also compliant with the following processing/inspection requirements for your aircraft:

1. If you use re-usable cutlery /crockery (non disposable), then this must be presented clean on arrival by rinsing on board prior to arrival. There is no provision to wash cutlery/plates on arrival in NZ at your handling agent's facility for private aircraft. Re usable plates and cutlery will be inspected on arrival by the Quarantine Inspector to ensure compliance.
2. All waste bins must be clean and use disposable bin liners. Should a bin arrive with quarantine contaminants adhering to the bin , then the bin will need to be sent off for cleaning at an approved kitchen (presently there is no provision for this, so would entail a large expense for the operator if cleaning was required).
3. The aircraft exterior, cabin interior and holds must be free of quarantine contaminants and insects.
4. No provision will be made for the storage of prohibited foodstuffs either on board or in a containment facility. All Honey, eggs and non permitted meat and dairy products will be removed for destruction.
5. The aircraft will be checked by a Quarantine Inspector to ensure all prohibited stores have been removed and disposed of in accordance with local quarantine regulations. Only permitted foodstuffs eligible for entry into New Zealand will be able to remain on board.
6. Second hand tyres not fitted to rims or new tyres (where the interior has been exposed to water) must not be carried on board. Any unmounted second hand tyres (including new tyres where the interior may have been exposed to water) will be subject to fumigation with methyl bromide on arrival to kill any mosquito eggs which may be present.
7. The following information is to be passed on to your FBO prior to your arrival, who will notify MAFBNZ or AQIS:

ETA, (including any updates), Aircraft Type and Callsign (Tail Registration), Airport of Origin and all Transit Stops (including last airport of call), Disinsection status, Number of passengers and Crew, Duration of stay for aircraft and Next intended Airport, List of any Cargo (not accounted for on passenger declarations).