



Australian Government
Department of Agriculture
and Water Resources

First point of entry biosecurity standards (landing places)

Guide to meeting section 56 of the
Biosecurity Regulation 2016

Version 4.0



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Department of Agriculture and Water Resources
Postal address GPO Box 858 Canberra ACT 2601
Telephone 1800 900 090
Web agriculture.gov.au
Email biosecurityfirstpoints@agriculture.gov.au

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1 Purpose

This document is for authorities, operators, and aviation industry participants at Australian first point of entry landing places. It describes their responsibilities under section 56 of the [Biosecurity Regulation 2016](#). Section 56 sets out the requirements for a landing place to be designated a first point of entry.

A first point of entry must enable:

- effective management of biosecurity risks associated with landing place operations
- Australian Government biosecurity officers and human biosecurity officers to perform government biosecurity risk management functions.

Airport authorities, operators and aviation industry participants should use this document to understand their responsibilities to gain or maintain first point of entry status under the [Biosecurity Act 2015](#).

2 Context

The Department of Agriculture and Water Resources manages biosecurity risks associated with the arrival of international aircraft, people and goods. It does this by regulating where aircraft can land when they enter Australia.

The *Biosecurity Act 2015* enables the Australian Government to manage the risk of entry of pests and diseases that may cause harm to animal, plant and human health, the environment and the economy. All international aircraft and goods that enter Australian territory are subject to biosecurity control.

Aircraft subject to biosecurity control must only enter at landing places designated as first points of entry (unless the department has granted permission to land elsewhere). This ensures that aircraft enter Australia at a location that has appropriate facilities and personnel to manage biosecurity risks to an acceptable level.

To be approved as a first point of entry, a landing place must have facilities, arrangements and systems in place to effectively manage biosecurity risks associated with operations.

3 Operational objectives

At first points of entry, the department protects the Australian community, environment and economy by:

- managing biosecurity risks created by the international movement of aircraft, travellers and goods
- maintaining border integrity through the biosecurity clearance of aircraft, people and goods.

The department also aims to provide a safe and healthy working environment for its staff.

4 Regulatory approach

The department manages biosecurity risks at the border through strategically placed controls at points along import and arrivals pathways.

The regulatory environment at first points of entry includes:

- departmental controls underpinned by the *Biosecurity Act 2015* (such as pre-arrival reporting and import conditions)
- controls under legislation administered by other regulatory agencies (security and environmental protection).

Section 56 of the Biosecurity Regulation 2016 provides for control of biosecurity risks introduced by first point operations that have not already been addressed.

5 Governing principles

The department will be guided by these principles when regulating first points of entry:

- First point of entry biosecurity standards will aim to mitigate or reduce biosecurity risk (including consideration of likelihood and consequence).
- First point of entry biosecurity standards will be outcome focused, recognising that biosecurity risk management can be achieved using a range of strategies and approaches. We will apply requirements relative to the size, arrival frequency, likely biosecurity risks and nature of operations of different landing places. A minimum set of standards may apply across all landing places.
- Where possible, the department will minimise the impact on terminal infrastructure and costs to the airport operator and aviation industry participants by
 - using shared facilities/amenities
 - applying requirements relative to size and nature of operations
- The people or entities facilitating international arrivals and/or deriving benefit from it are responsible for managing biosecurity risk. The level of responsibility will depend on where the potential biosecurity risk occurs along the continuum.

6 Roles and responsibilities

6.1 Government

The department deploys biosecurity officers to first points of entry to assess and manage risks associated with aircraft, goods and travellers, and to undertake surveillance for pests and diseases of biosecurity concern.

The department establishes standards to ensure that airport operators and aviation industry participants make appropriate facilities available for biosecurity officers and human biosecurity

officers to assess and manage biosecurity risks created by first point operations. We may also issue directions for managing a response to an identified biosecurity incident or suspected biosecurity risk at a first point of entry.

The Department of Health co-administers the *Biosecurity Act 2015* with the Department of Agriculture and Water Resources. The Department of Health is responsible for establishing standards for managing human biosecurity risks at a first point of entry. The Department of Health may issue directions for managing a response to an identified human biosecurity incident or suspected human biosecurity risk at a first point of entry.

6.2 Industry

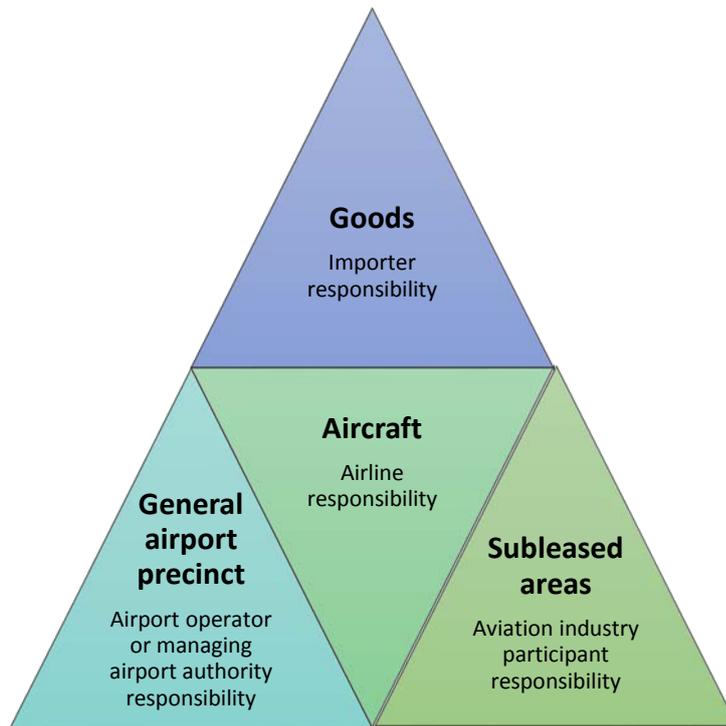
First point determinations are made for a geographical area or place. Many entities operate within a landing place location, so managing biosecurity risk is a shared responsibility. All entities are responsible for meeting the first point of entry biosecurity standards relevant to their part of the landing place operations (see tables 1 to 11). Examples of entities include airport authorities and operators, aviation industry participants (including fixed base operators leasing space), airlines, baggage handlers, cleaning contractors and other logistical agents.

A single entity may have multiple roles within a first point of entry. An airport operator who manages and has responsibility for the airport as a whole may also operate an international passenger terminal. Under the standards for facilities at international passenger terminals, an entity's role in managing an international passenger terminal is equivalent to that of an aviation industry participant.

Entities operating at a landing place are accountable for their own compliance with the biosecurity legislation. If an airport operator has a contractual arrangement with an aviation industry participant or lessee, the contract must include a condition that the aviation industry participant will abide by biosecurity legislation.

The department has primary responsibility for managing biosecurity incidents. However, entities are also responsible for actioning directions and paying costs, depending on area of operations (Figure 1). Costs will be attributed to entities according to the nature of the incident and the source and location of the risk. Entities performing services within an area (for example, third-party cargo handling services) may also be required to respond to biosecurity incidents or risks.

Figure 1 Entity responsibility for biosecurity risks, first points of entry (landing places)



7 Regulatory requirements

Under section 56 of the Biosecurity Regulation 2016, a first point of entry landing place must have:

- appropriate procedures in place for managing the level of biosecurity risk (including waste management) associated with landing place operations.
- adequate facilities and amenities available at the landing place for biosecurity officers and human biosecurity officers to perform functions or exercise powers under the *Biosecurity Act 2015*.
- appropriate procedures in place for
 - ensuring that each person who carries out operations at the landing place can identify biosecurity risks associated with those operations
 - informing biosecurity officers and human biosecurity officers of any identified biosecurity risks associated with landing place operations
 - managing any other factors that may affect the level of biosecurity risk associated with landing place operations.

8 General facility and operating standards

This section identifies the standards that airport operators and aviation industry participants must meet for managing biosecurity risks associated with international movements at first point of entry landing places. The standards are designed for a range of airport operations. For example, the facility requirements vary for aviation industry participants operating regular commercial passenger operations within an airport, compared with those that only operate non-scheduled or cargo services. In these standards:

- Commercial international passenger operations refers to landing places (or aviation industry participants within landing places) that facilitate regular, scheduled commercial passenger services.
- Other international operations refers to landing places (or aviation industry participants within landing places) that only facilitate private, non-commercial, freight only and non-scheduled services, including military aircraft.

If the business arrangements at your landing place do not align with the standards, the department will consult with you and other relevant parties to allocate responsibility.

Airport operators or aviation industry participants wishing to make alternative arrangements for managing risks should present these to the department. We will consider whether the arrangements are sufficient to meet relevant requirements under section 56 of the Biosecurity Regulation 2016.

The first point of entry facilities and standards operate in conjunction with the requirements set out in the [International airport operator guide](#).

8.1 Implementing biosecurity measures

Under subsection 56(2) of the Biosecurity Regulation 2016, airport operators and aviation industry participants at a first point of entry landing place must have in place:

- procedures, infrastructure and equipment to ensure an immediate response to a biosecurity incident or suspected risk
- procedures for managing waste goods subject to biosecurity control.

8.1.1 Risk management strategies for biosecurity incidents

Objective: Timely containment of and response to suspected and confirmed biosecurity risks.

Table 1 details procedures, equipment and infrastructure that airport operators and aviation industry participants must have in place for managing biosecurity incidents.

Table 1 Biosecurity incident response standard

Standard	Evidence	Responsibility
Biosecurity incident preparedness	Written evidence ^a that is easily accessible to staff and that includes: <ul style="list-style-type: none"> clearly articulated requirement to isolate and contain biosecurity risk and report it immediately to the department nominated contacts responsible for initiating an immediate response on behalf of the first point of entry where there are no approved treatment providers close to the landing place, specific arrangements approved by the Department of Agriculture and Water Resources for containing detected or suspected exotic pests. 	<p>Airport operators that manage general areas of the airport must have incident preparedness plans for these areas.</p> <p>Individual aviation industry participants must have incident preparedness plans for all physical areas they own or lease within the first point of entry where goods and conveyances subject to biosecurity control are managed.</p> <p>Aviation industry participants subletting facilities to other entities must include compliance with biosecurity response and preparedness plans in the terms and conditions of use to ensure users are aware of their obligations. Aviation industry participants should make these plans available to the department when required</p>
	Access arrangements in place that enable treatment providers to undertake urgent responses (for example, fogging treatment of premises) in a timely manner.	Airport operator Aviation industry participants
Containment of risk – insect or pest infestation	Infrastructure and equipment easily accessible to enable an incident response including: <ul style="list-style-type: none"> permethrin based knockdown spray appropriately sized tarpaulins for containment of infested goods. 	Entities (for example, airport operators or aviation industry participants) that operate physical areas within the first point of entry where goods and conveyances subject to biosecurity control are managed.
	Hardstand ^b available for isolation of infested goods arriving as air cargo.	Entities (for example, airport operators or aviation industry participants) that operate physical areas within the first point of entry where goods and conveyances subject to biosecurity control are managed. Not required at landing places that do not land goods.
Containment of risk – spillage	Appropriate accessible equipment for dealing with spillage, including brooms, shovels, buckets, absorbent litter, tarpaulins and a supply of department-approved disinfectant.	Entities (for example, airport operators or aviation industry participants) that operate physical areas within the first point of entry where goods and conveyances subject to biosecurity control are managed. Not required at landing places that do not land goods.
Human biosecurity incident preparedness	Contingency plan ^a for isolating ill travellers or confining them to the aircraft until they can be assessed by a biosecurity officer or human biosecurity officer. Nominated contact for coordinating the actions of the airport.	<p>Airline/aircraft operator</p> <p>The department is responsible for notifying airlines of their responsibilities in this area.</p> <p>Airport operator</p> <p>Aviation industry participants</p>

a Airport operators and aviation industry participants can also provide written evidence using the department’s First point of entry biosecurity risk management template. Other forms of written evidence (such as extracts from existing plans) are also acceptable. **b** The hardstand does not need to be permanently designated for this purpose but must be available for use at short notice, segregated from other goods and secured from unauthorised access.

8.1.2 Risk management strategies for managing waste goods

Objective: Control of biosecurity risks associated with waste goods subject to biosecurity control. These include waste goods from the aircraft and surrendered or unwanted goods generated by or resulting from landing place operations.

Table 2, Table 3, Table 4 and Table 5 detail procedures and facilities that airport operators and aviation industry participants must have in place for managing biosecurity risks associated with waste goods subject to biosecurity control. The tables also define responsibility for managing waste arrangements with third parties, including any associated costs.

Table 2 Waste goods management standard, all landing places

Standard	Evidence	Responsibility
Waste goods – collection and treatment (aircraft)	<p>Arrangement for the collection and treatment of waste goods subject to biosecurity control from international aircraft arriving at the landing place:</p> <ol style="list-style-type: none"> 1) Arrangement with department-approved waste management provider. or 2) Held on board and carried on to a landing place with department-approved waste management facilities or exported with the aircraft^a. or 3) Where option 1 is not available, an alternative arrangement approved by the Department of Agriculture and Water Resources. 	<p>Airlines</p> <p>The department is responsible for notifying airlines of their responsibilities in this area.</p> <p>Aviation industry participants that facilitate unscheduled, cargo or non-commercial aircraft subject to biosecurity control.</p>

^a All waste goods transferred from cabin to hold for export must be double bagged before they are moved.

Table 3 Waste goods management standard, landing places where goods are landed

Standard	Evidence	Responsibility
Waste goods – containment	<p>Approved biosecurity waste receptacle to be made available for disposal of waste goods subject to biosecurity control and loose items of biosecurity risk that do not form part of the documented consignment^a.</p> <p>Waste goods subject to biosecurity control must be:</p> <ol style="list-style-type: none"> 1) double bagged or 2) stored in re-usable receptacles that are sealed or closed securely to prevent escape of live insects or seeping of biosecurity waste goods. <p>Receptacles must be:</p> <ul style="list-style-type: none"> • maintained free of cracks, tears and damage that prevent them from effectively containing waste goods subject to biosecurity control • cleaned and disinfected with approved disinfectants at an approved rate before re-use if they have come into contact with waste goods subject to biosecurity control. 	<p>Airport operators Aviation industry participants Not required at landing places that do not land goods.</p>
Waste goods - security	<p>Waste bags/receptacles must be:</p> <ul style="list-style-type: none"> • clearly marked as ‘biosecurity waste’ • secure. 	<p>Airport operators Aviation industry participants Not required at landing places that do not land goods.</p>
Waste goods – collection and treatment	<p>Arrangement in place for the collection and treatment of waste goods subject to biosecurity control:</p> <ol style="list-style-type: none"> 1) Arrangement with a department-approved waste management provider. or 2) If option 1 is not viable, alternative arrangement approved by the Department of Agriculture and Water Resources. 	<p>Airport operators Aviation industry participants Not required at landing places that do not land goods.</p>

^a For example, soil, seeds, bags, fruit cartons, plant or animal contamination.

Table 4 Waste goods management standard, landing places with commercial international passenger operations

Standard	Evidence	Responsibility
Waste goods – collection and treatment (international passenger terminals)	Arrangement in place for the collection and treatment of waste goods subject to biosecurity control from international passenger terminals ^a : 1) Arrangement with a department-approved waste management provider. or 2) If option 1 is not viable, alternative arrangement approved by the Department of Agriculture and Water Resources.	Airport operators Aviation industry participants

^a Waste goods generated in areas that are accessible to arriving international travellers who have not undergone biosecurity clearance (including transiting international travellers) are to be managed as waste goods subject to biosecurity control. This does not apply if arrangements are in place to address the risks of cross-contamination of domestic waste receptacles with waste goods subject to biosecurity control within the international passenger terminal.

Table 5 Waste goods management standard, landing places with other international operations

Standard	Evidence	Responsibility
Waste goods – collection and treatment (airport precinct)	Arrangement in place for the collection and treatment of waste goods subject to biosecurity control generated in the airport precinct: 1) Arrangement with a department-approved waste management provider. or 2) If option 1 is not viable, alternative arrangement approved by the Department of Agriculture and Water Resources.	Airport operators Aviation industry participants

8.2 Providing facilities and amenities

Under subsection 56(3) of the Biosecurity Regulation, airport operators and aviation industry participants must provide adequate facilities and amenities for biosecurity officers and human biosecurity officers to perform functions or exercise powers under the Biosecurity Act.

The department will assess landing place infrastructure requirements relative to size, type and regularity of operations and the need for biosecurity officers and human biosecurity officers to attend the landing place to perform functions under the Act. Airport operators and aviation industry participants must provide these facilities in accordance with the standards set out in the [International airport operator guide](#).

When applying these standards to landing places that we do not staff permanently, we will consider factors including patterns of staff attendance and proximity to department offices.

8.2.1 Enabling officers to perform functions under the Biosecurity Act

Objective: Enable and support biosecurity officers and human biosecurity officers to perform functions under the Biosecurity Act.

Table 6 and Table 7 detail facilities and amenities that airport operators and aviation industry participants must provide to enable biosecurity officers and human biosecurity officers to safely and effectively assess, inspect and treat biosecurity risks associated with aircraft, travellers and goods.

Where a first point of entry comprises multiple entities undertaking different types of international movements, the standards in Table 6 and Table 7 will apply according to the specific operations of each entity. For example, entities managing commercial international passenger operations must meet the standards in Table 6. If at the same airport there is an aviation industry participant undertaking other operations, the aviation industry participant must meet the standards in Table 7.

Table 6 General landing place facility standard, commercial international passenger operations

Standard	Evidence	Responsibility
Signage ^a	Capacity for the display of appropriate biosecurity signage or messaging at: <ul style="list-style-type: none"> • arrival gate/finger • entry control point/primary line • baggage collection area. 	All entities that operate physical areas within the first point for international traveller arrivals, including: <ul style="list-style-type: none"> • airport operator • aviation industry participants.
Health facilities	Provision of a health room that meets Department of Agriculture and Water Resources room data standards for the assessment of ill travellers: <ul style="list-style-type: none"> • within 50 metres of the primary line • granting easy access to biosecurity and human biosecurity officers without requiring movement through a security screening point • privacy via screening or door • impervious floor covering • adequate lighting and ventilation. 	All entities that operate physical areas (for example, international passenger terminals) within the first point of entry for commercial international airport operations. If a first point of entry comprises multiple entities facilitating international arrivals, only those entities that facilitate commercial international passenger operations are required to meet this standard. Other aviation industry participants are required to meet the standards in Table 7.
Inspection facilities	Provision of adequate space for inspection benches: <ul style="list-style-type: none"> • to accommodate the number of inspection benches the Department of Agriculture and Water Resources determines necessary to cater for traveller arrivals (and incorporating projected 5-year growth forecasts^b) • to ensure smooth traveller flow and accommodate multiple traveller exits. Well lit area.	All entities that operate physical areas (for example, international passenger terminals) within the first point of entry for commercial international airport operations. If a first point of entry comprises multiple entities facilitating international arrivals, only those entities that facilitate commercial international passenger operations are required to meet this standard. Other aviation industry participants are required to meet the standards in Table 7.

First point of entry biosecurity standards (landing places)

Standard	Evidence	Responsibility
Screening facilities	<p>Where x-rays are deemed necessary by the department for screening traveller baggage, provision of adequate space for x-rays:</p> <ul style="list-style-type: none"> • to accommodate the number of x-rays and adjoining inspection benches determined necessary by the department. <p>Where detector dog deployment is deemed necessary by the department for screening travellers and their baggage, provision of adequate space for detector dogs to screen travellers and their baggage:</p> <ul style="list-style-type: none"> • allowing unimpeded and fluid movement of the dog • in close proximity to biosecurity baggage examination and inspection areas. 	<p>All entities that operate physical areas (for example, international passenger terminals) within the first point of entry for commercial international airport operations.</p> <p>If a first point of entry comprises multiple entities facilitating international arrivals, only those entities that facilitate commercial international passenger operations are required to meet this standard. Other aviation industry participants are required to meet the standards in Table 7.</p>
Office facilities ^c	<p>Provision of an adequately sized and secure area that meets the department's room data standards:</p> <ul style="list-style-type: none"> • to accommodate workstations, computers, printers, photocopiers and general supplies storage • in reasonable proximity to traveller processing and airside areas • secure server room • adequate data and communication lines suitable for the number of staff based at the landing place. <p>Meeting and training rooms where required.</p>	<p>All entities that operate physical areas (for example, international passenger terminals) within the first point of entry for commercial international airport operations.</p> <p>If a first point of entry comprises multiple entities facilitating international arrivals, only those entities that facilitate commercial international passenger operations are required to meet this standard. Other aviation industry participants are required to meet the standards in Table 7.</p>
Amenities ^d	<p>Provision of adequate space for a kitchen/meals area that meets the department's room data standards to accommodate:</p> <ul style="list-style-type: none"> • appliances (such as fridges, stove and microwave ovens), shelving, food preparation benches and sink • seating area for staff on meal breaks. <p>Access to clean, serviced toilets.</p>	<p>All entities that operate physical areas (for example, international passenger terminals) within the first point of entry for commercial international airport operations.</p> <p>If a first point of entry comprises multiple entities facilitating international arrivals, only those entities that facilitate commercial international passenger operations are required to meet this standard. Other aviation industry participants are required to meet the standards in Table 7.</p>

First point of entry biosecurity standards (landing places)

Standard	Evidence	Responsibility
Parking/access	<p>Provision of designated parking areas for all biosecurity officers and human biosecurity officers who will be performing functions under the <i>Biosecurity Act 2015</i>.</p> <p>Provision of designated car spaces for departmental vehicles on the airside tarmac area within reasonable distance of the area where biosecurity officers and human biosecurity officers are to perform functions under the <i>Biosecurity Act 2015</i>.</p> <p>Ready access for biosecurity officers and human biosecurity officers to areas where they are to perform functions under the <i>Biosecurity Act 2015</i>.</p>	<p>Airport operator</p> <p>Aviation industry participants</p>
Support facilities – treatment room	<p>Provision of an area of a size suitable for the type and volume of goods arriving and that meets the department’s room data standards:</p> <ul style="list-style-type: none"> • to accommodate a stainless steel sink and/or wash bay to clean or appropriately treat goods under biosecurity control. <p>Provision of a sink/wash bay area with the following specifications:</p> <ul style="list-style-type: none"> • size suitable to clean or appropriately treat large items (such as fishing or camping equipment and bikes) • constructed to contain all residues/sediment and splash from cleaning operations • wastewater flows directly into a municipal sewerage system or enclosed holding tank (as part of a wastewater management system approved by the department). 	<p>All entities that operate physical areas (for example, international passenger terminals) within the first point of entry for commercial international airport operations.</p> <p>If a first point of entry comprises multiple entities facilitating international arrivals, only those entities that facilitate commercial international passenger operations are required to meet this standard. Other aviation industry participants are required to meet the standards in Table 7.</p>
Support facilities – detained goods room ^e	<p>Provision of a room of a size suitable for the type and volume of goods arriving and that meets the department’s room data standards:</p> <ul style="list-style-type: none"> • to accommodate a large fridge, freezer and metal storage shelving • security measures in place to prevent access and removal of goods under biosecurity control by unauthorised persons. 	<p>All entities that operate physical areas (for example, international passenger terminals) within the first point of entry for commercial international airport operations.</p> <p>If a first point of entry comprises multiple entities facilitating international arrivals, only those entities that facilitate commercial international passenger operations are required to meet this standard. Other aviation industry participants are required to meet the standards in Table 7.</p>

First point of entry biosecurity standards (landing places)

Standard	Evidence	Responsibility
Support facilities – dog utility areas ^f	<p>Where detector dogs are deployed for screening, provision of a secure utility room that meets the department’s room data standards:</p> <ul style="list-style-type: none"> adequately sized for storage of detector dog training aids and equipment isolated from dog respite areas. <p>Provision of dog respite areas:</p> <ul style="list-style-type: none"> of adequate size, scalable to the number of dogs operating at the airport, for dog respite between operational duties with access to screening area restricting access to authorised personnel only isolated from contaminating odours. <p>Provision of a designated external dog toileting area^g.</p>	<p>All entities that operate physical areas (for example, international passenger terminals) within the first point of entry for commercial international airport operations.</p> <p>If a first point of entry comprises multiple entities facilitating international arrivals, only those entities that facilitate commercial international passenger operations are required to meet this standard. Other aviation industry participants are required to meet the standards in Table 7</p>

a Signage or content for electronic messaging to be provided by Department of Agriculture and Water Resources or Department of Health. **b** Requirements will be reviewed by the Department of Agriculture and Water Resources triennially or more frequently (if operations change significantly) to ensure continued suitability. **c** Requirements will reflect number of department staff located permanently at the airport and proximity to permanently staffed Department of Agriculture and Water Resources offices. **d** Facilities may be shared with other government agencies. **e** This room may be integrated with treatment room. **f** Location of utility area is flexible and may be integrated with other biosecurity support facility areas. **g** Cleaning of dog waste is the responsibility of Department of Agriculture and Water Resources.

Table 7 General landing place facility standard, other international operations

Standard	Evidence	Responsibility
Signage	Capacity for displaying appropriate biosecurity signage ^a or messaging.	Airport operators Aviation industry participants
Health facilities	<ol style="list-style-type: none"> Provision of a health room for screening and isolating ill travellers that meets Department of Agriculture and Water Resources room data standards. or Procedure for confining ill travellers on the aircraft for assessment and isolation of human health risks. 	<p>Airport operators Aviation industry participants</p> <p>For option 2, the department will be responsible for notifying airlines of their responsibilities.</p>
Inspection facilities	<p>Provision of an inspection area that meets the department’s room data standards and that is:</p> <ul style="list-style-type: none"> covered (temporary shelter may be considered adequate at the department’s discretion) well ventilated well lit. <p>Provision of adequate benches suitable for the size of operations.</p>	All entities facilitating international arrival of goods subject to biosecurity control.

First point of entry biosecurity standards (landing places)

Standard	Evidence	Responsibility
Screening facilities	<p>Where the department deems detector dog deployment necessary for screening travellers and their baggage:</p> <ol style="list-style-type: none"> 1) An undercover area to house a crate that is isolated from the traveller screening area. or 2) Easy access from traveller screening area to the vehicle used to transport detector dogs. <p>Adequate space to conduct detector dog screening of travellers when required.</p>	<p>All entities facilitating international arrival of goods requiring detector dog screening.</p>
Support facilities	<p>Lockable cabinet for secure storage of equipment.</p> <p>Access to sink and washbasin with:</p> <ul style="list-style-type: none"> • hot and cold water for treating small goods under biosecurity control • drainage mechanisms that flow directly into a municipal sewerage system or enclosed holding tank (as part of a wastewater management system approved by the department). <p>Where large goods are landed:</p> <ol style="list-style-type: none"> 1) Provision of a wash bay for decontamination and with the following specifications: <ul style="list-style-type: none"> - adequate size to clean or appropriately treat large items (for example, military equipment) - constructed of an impermeable material to contain all residues/sediment and splash from cleaning operations - wastewater flows directly into a municipal sewerage system or enclosed holding tank (as part of a wastewater management system approved by the department) - readily accessible procedures for using the wash bay and cleaning/disinfection of facilities following use - areas adjacent to the wash bay are free of vegetation preferably consist of a hard surface. or 2) Arrangements for the timely and secure transport of goods requiring decontamination to a nearby appropriate approved arrangement site (paragraph 406(1)(a) of the <i>Biosecurity Act 2015</i>). 	<p>Airport operator Aviation industry participants</p>
Office facilities	<p>Access to a workstation^b.</p>	<p>Airport operator Aviation industry participants</p>
Amenities	<p>Access to clean, serviced toilets.</p>	<p>Airport operator Aviation industry participants</p>

Standard	Evidence	Responsibility
Parking/access	Parking area close to site where biosecurity officers and human biosecurity officers are to perform functions under the <i>Biosecurity Act 2015</i> . Timely access provided to site so as not to impede biosecurity officers or human biosecurity officers in the performance of their duties.	Airport operator Aviation industry participants

a Signage to be provided by Department of Agriculture and Water Resources or Department of Health. **b** Does not need to be designated for exclusive use by a biosecurity officer or human biosecurity officer unless the officer is permanently assigned to the landing place.

8.2.2 Enabling biosecurity officers to manage potential risks of general goods

Objective: Control of potential biosecurity risks associated with goods subject to biosecurity control at the landing place.

Table 8 details procedures and infrastructure that airport operators and aviation industry participants must have in place to enable biosecurity officers to manage the risks of exposure to general goods at the landing place. The requirements apply to all landing places discharging goods subject to biosecurity control. The department may approve alternative arrangements if the risk can be appropriately managed. Some activities will only be permitted when an approved arrangement (paragraph 406(1)(a) of the *Biosecurity Act 2015*) is in place.

Table 8 General goods standard, landing places landing goods

Standard	Evidence	Responsibility
Goods – discharge	Hardstand of a size suitable for the type and volume of goods under biosecurity control.	Airport operator Aviation industry participants
Goods – storage	Goods that have not been released from biosecurity control are transported immediately to an appropriate approved arrangement site (paragraph 406(1)(a) of the <i>Biosecurity Act 2015</i>) or stored in a secure biosecurity area that: <ul style="list-style-type: none"> prevents access and removal of goods by unauthorised persons has an impervious concrete or asphalt floor in good condition and free of significant cracking that may enable the escape of insects or allow weeds to become established has an impervious physical barrier between goods subject to biosecurity control and other goods or is separated by a minimum of one pallet width has an impervious physical barrier between goods subject to biosecurity control and the fence line/boundary or is separated by a minimum of one pallet width displays biosecurity signage. 	Airport operator Aviation industry participants
Goods – inspection	If goods are to be inspected at the landing place, provision of an inspection area free of vegetation and including: <ul style="list-style-type: none"> adequate lighting to allow effective inspection 	All entities facilitating the arrival of goods that require physical inspection within an area managed by that entity.

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- an inspection bench 1 metre wide and 2 metres long and between 0.9 metres and 1 m high (or appropriately sized inspection area for large equipment, vehicles or machinery)
 - isolation from main thoroughfare, allowing biosecurity officers to easily inspect goods without work health and safety risks.
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8.2.3 Enabling biosecurity officers and human biosecurity officers to manage potential risks of specified vessels and goods

Objective: Control of potential biosecurity risks associated with specified classes of vessels, goods and travellers at the landing place.

Some specified classes of goods require particular infrastructure or procedures to manage associated biosecurity risks. Physical areas within a landing place where particular requirements have been met are designated as biosecurity entry points (BEPs) for these specified classes of goods. If BEPs have been designated on a first point of entry determination, all specified goods must arrive at or be brought to the BEP on arrival at the landing place.

Standards detailed in Table 9 only apply to airport operators or aviation industry participants undertaking operations for specified classes of goods (at designated BEPs) and must be met in addition to other relevant standards. The department may approve alternative arrangements if the risk can be appropriately managed and the required outcome achieved.

Table 9 details procedures and infrastructure that airport operators and aviation industry participants must have in place to enable biosecurity officers to manage the risks of exposure to live animals.

Table 9 Live animal standard

Standard	Evidence	Responsibility
Live animals (general) – waste management	Approved biosecurity waste receptacle serviced by a department-approved waste management provider, to be made available for disposal of waste goods subject to biosecurity control.	Any entity (for example, airport operator or aviation industry participant) managing a physical area within the first point of entry that is used to facilitate the arrival of live animals.
Live animals (general) – exposure	Impervious hardstand ^a for containment of live animals if required, isolated from general operations either through fencing or location.	Any entity (for example, airport operator or aviation industry participant) managing a physical area within the first point of entry that is used to facilitate the arrival of live animals.

First point of entry biosecurity standards (landing places)

Standard	Evidence	Responsibility
	<p>1) Process to facilitate immediate cleaning, disinfection, containment or treatment of areas, aircraft (or other conveyances) or goods that may have been exposed to the animal, according to the directions of a biosecurity officer and through provision of:</p> <ul style="list-style-type: none"> - ready and adequate supply of water with appropriate water pressure - disinfecting agents and cleaning equipment to be used as directed by a biosecurity officer. <p>or</p> <p>2) Timely access for approved treatment providers who can perform decontamination and treatment.</p>	<p>Any entity (for example, airport operator or aviation industry participant) managing a physical area within the first point of entry that is used to facilitate the arrival of live animals.</p>
<p>Live animals (general) – containment</p>	<p>Procedure for containment of an escaped animal.</p>	<p>Any entity (for example airport operator or aviation industry participant) managing a physical area within the first point of entry that is used to facilitate the arrival of live animals.</p>
<p>Domestics cats, dogs^b, laboratory animals – inspection and exposure</p>	<p>1) Provision of a secure holding area that prevents escape and has the following specifications:</p> <ul style="list-style-type: none"> - hard surface flooring - adequate lighting - restricted access to the public. <p>or</p> <p>2) Arrangements for timely and secure transport of cats, dogs or laboratory animals^b to a post-entry quarantine facility or approved arrangement site (paragraph 406(1)(a) of the <i>Biosecurity Act 2015</i>). Animals must be held on board the vessel until transport can occur.</p>	<p>Any entity (for example airport operator or aviation industry participant) managing a physical area within the first point of entry that is used to facilitate the arrival of live animals.</p> <p>Importer or importer’s agent to arrange.</p>

First point of entry biosecurity standards (landing places)

Standard	Evidence	Responsibility
Live fish – inspection and exposure	<p>1) Provision of an appropriate inspection area with:</p> <ul style="list-style-type: none"> - adequate bench space at suitable height (between 0.9 metres and 1.0 metres) - overhead lighting and power points for directional lighting if required - sink and potable running water and appropriate wastewater drainage to deal with leakage or spillage - non-slip flooring - adequate cleaning equipment - accessibility for forklift or forklift jacks to move pallets. <p>or</p> <p>2) Where this infrastructure is not available, live fish must be transported by an approved method to a department office or an approved arrangement site (paragraph 406(1)(a) of the <i>Biosecurity Act 2015</i>).</p>	Any entity (for example, airport operator or aviation industry participant) managing a physical area within the first point of entry that is used to facilitate the arrival of live animals.
1. Live horses – from designated low-risk countries only, low volume/frequency	<p>Provision of a holding area, separate from other operations and with:</p> <ul style="list-style-type: none"> • hardstand surface • fencing or barriers to create a secure area (temporary or permanent) • access for horse transport, allowing manoeuvre without bogging • adequate lighting to facilitate clearance at night (may be transportable but must be onsite and available for use). Multiple light sources should be used to reduce shadow and glare. 	Any entity (for example, airport operator or aviation industry participant) managing a physical area within the first point of entry that is used to facilitate the arrival of live animals.

First point of entry biosecurity standards (landing places)

Standard	Evidence	Responsibility
<p>2. Live horses – from designated low-risk countries only, high volume/frequency</p>	<p>Provision of a corral, separate from other operations and with:</p> <ul style="list-style-type: none"> • adequate space to unload multiple horses and to accommodate multiple air stalls • ramp, offload and loading area for the air stalls • hardstand surface • secure permanent stock fencing adequate to contain horses safely (at least 1.8 metres high) • access for horse transport, allowing manoeuvre without bogging • adequate lighting to facilitate inspection and clearances at night (must be on site and available for use). Multiple light sources should be used to reduce shadow and glare. • horse stall or containment area within the corral • shelter (temporary or permanent). <p>Two parking spaces for Department of Agriculture and Water Resources vehicles.</p>	<p>Any entity (for example, airport operator or aviation industry participant) managing a physical area within the first point of entry that is used to facilitate the arrival of live animals.</p>
<p>3. Live horses – from any country (including countries other than those designated as low risk), any volume/frequency</p>	<p>All facilities as per category 2 - live horses (from designated low-risk countries only, high volume/frequency).</p> <p>Shower facilities either adjoining corrals or that may be directly accessed from the corral and with:</p> <ul style="list-style-type: none"> • drainage to sewer or approved wastewater filtration mechanism • adequate water supply/pressure to enable individuals to decontaminate themselves. <p>Adequate water supply with sufficient volume, pressure and hoses to enable cleaning and disinfection of exposed infrastructure and facilities.</p> <p>Construction of the corral to allow supervision of activities inside the corral without needing to enter.</p> <p>Lockable storage space and access to desk area for biosecurity and human biosecurity officers to perform administrative clearance activities under the <i>Biosecurity Act 2015</i>.</p>	<p>Any entity (for example, airport operator or aviation industry participant) managing a physical area within the first point of entry that is used to facilitate the arrival of live animals.</p>

a This area does not need to be permanently designated for this purpose. **b** Excluding assistance dogs travelling with their handler.

8.3 Identifying and reporting biosecurity incidents

Under paragraphs 56(4)(a) and (b) of the Biosecurity Regulation, airport operators and aviation industry participants must have procedures in place to ensure all personnel (including third-party service providers) interacting with goods and aircraft under biosecurity control can:

- identify and contain biosecurity risks associated with their operations at the first point of entry
- understand their obligations to report these to a biosecurity officer and/or a human biosecurity officer.

8.3.1 Ensuring staff are aware of and report biosecurity risks

Objective: Timely identification and reporting of suspected biosecurity risks.

Table 10 details the procedures airport operators or aviation industry participants must have in place to ensure their staff are aware of biosecurity risks.

Table 10 Biosecurity risk awareness standard

Standard	Evidence	Responsibility
Awareness	<p>Biosecurity awareness package (provided by the Department of Agriculture and Water Resources) is made available to relevant staff members.</p> <p>Biosecurity awareness information is included in induction packages and airport handbooks.</p>	<p>Any entity facilitating international arrivals (for example, airport operators, aviation industry participants and airlines) must ensure that its employees and third-party contractors have completed the biosecurity awareness package.</p> <p>Airport operators, aviation industry participants and airlines that engage contractors to provide services at a first point of entry must ensure these contractors are aware of their responsibility to complete the biosecurity awareness package if they are not operating under an approved arrangement (paragraph 406(1)(a) of the <i>Biosecurity Act 2015</i>). Examples include logistics providers handling baggage, and cleaning contractors.</p> <p>Contracts with third-party service providers must include a requirement to adhere to biosecurity risk awareness and reporting requirements under subsection 56(4) of the Biosecurity Regulation 2016.</p> <p>The department is responsible for notifying airlines of their responsibilities in this area.</p>
Biosecurity risk reporting	<p>Procedures (including contact numbers) for reporting biosecurity incidents are available and accessible to all staff.</p>	<p>Any entity facilitating international arrivals (for example, airport operators, aviation industry participants and airlines) must ensure that its employees and third-party contractors are aware of the reporting requirements under the <i>Biosecurity Act 2015</i>.</p> <p>Airport operators, aviation industry participants and airlines that engage contractors to provide services at a first point of entry must ensure contractors who are not operating under an approved arrangement (paragraph 406(1)(a) of the <i>Biosecurity Act 2015</i>) are provided with a copy of the reporting procedure. Examples include logistics providers handling baggage, and cleaning contractors.</p> <p>Contracts with third-party service providers must include a requirement to adhere to biosecurity risk awareness and reporting requirements under subsection 56(4) of the Biosecurity Regulation 2016.</p> <p>The department is responsible for notifying airlines of their responsibilities in this area.</p>

8.4 Managing other factors affecting level of biosecurity risk

Under paragraph 56(4)(c) of the Biosecurity Regulation, airport operators and aviation industry participants must manage any other factors that may contribute to or affect the level of biosecurity risk associated with operations carried out at the landing place.

8.4.1 Environmental management of landing place precinct (hazard/pest control)

Objective: Reduce the likelihood of incoming pests and diseases establishing in the airport environment and beyond.

Table 11 details the procedures airport operators and aviation industry participants must have in place to minimise exposure of the landing place to pests and diseases.

Table 11 Environmental management standard

Standard	Evidence	Responsibility
Feral animal/bird control	Regular trapping/baiting/surveillance regimes. Documentation of activity to be provided to the department on request.	Airport operator or authority for general areas of the airport precinct. Aviation industry participant at owned, leased and subleased facilities.
Rodent control	Regular trapping/baiting/surveillance regimes. Documentation of activity to be provided to the Department of Agriculture and Water Resources on request.	Airport operator or authority for general areas of the airport precinct. Aviation industry participant at owned, leased and subleased facilities.
Vegetation control	Regular vegetation control regimes, including mowing/pruning/weed spraying activity to prevent establishment and flowering of exotic species. Documentation of activity to be provided to the department on request.	Airport operator or authority for general areas of the airport precinct. Aviation industry participant at owned, leased and subleased facilities.
Management of pooling water	Activities to manage pooling water, including monitoring sites such as drains, tyres, construction bollards and tanks. Where necessary, water accumulation points are treated to prevent vector breeding.	Airport operator or authority for general areas of the airport precinct. Aviation industry participant at owned, leased and subleased facilities.
Rubbish management	Rubbish management strategies.	Airport operator or authority for general areas of the airport precinct. Aviation industry participant at owned, leased and subleased facilities.

9 Notification requirements

Airport operators and aviation industry participants must inform the department of any material changes to their operations, facilities or processes that may affect either their ability to comply with the standards or require a variation to the approvals on their first point determination. Examples include:

- changes to availability or condition of relevant landing place facilities or infrastructure
- changes to the scale of operations, such as new flights, or changes to traveller or cargo loads should be notified within 7 days of agreement
- terminal expansions or new operators at the landing place
- changes to operations (such as commencing landing of goods with specified standards).

The department will inform airport operators and aviation industry participants of any changes that may affect the landing place, such as amendments to government policy in response to changing biosecurity risks.

10 Glossary

Term	Definition
airport operator (also known as airport authority or airport corporation)	Managing authority of the first point of entry landing place. The entity responsible and in control of the entire landing place. Department of Defence is considered to be the airport operator at stand-alone military facilities. Department of Infrastructure and Regional Development is considered to be the airport operator for first points of entry in the Indian Ocean Territories and Norfolk Island.
approved arrangements	An arrangement for which an approval is in force under paragraph 406(1)(a) of the <i>Biosecurity Act 2015</i> . These allow operators to manage biosecurity risks and/or assess goods in accordance with departmental requirements, using their own premises, facilities, equipment and people.
aviation industry participant (AIP)	An entity that owns or subleases areas within a first point of entry to facilitate the arrival of international aircraft, travellers or goods at a first point of entry. Defence bases are considered to be aviation industry participants in joint civilian–defence first points of entry. For the purposes of terminal operations, an airport operator who also manages a passenger terminal is an aviation industry participant.
biosecurity entry point (BEP)	A physical area within a landing place that has been approved for specified aircraft or goods to arrive. BEPs must meet infrastructure or procedural requirements necessary to manage biosecurity risks. Designated BEPs are listed in the first point of entry determinations of each first point of entry landing place.
biosecurity officer	A person who is authorised to be a biosecurity officer under section 545 of the <i>Biosecurity Act</i> .
commercial international passenger operations	Landing places that facilitate regular, scheduled commercial passenger services.
first point of entry	A place determined as eligible to land international aircraft, travellers and goods under section 223(1) of the <i>Biosecurity Act</i> .
human biosecurity officer	A person who is authorised to be a human biosecurity officer under section 563 of the <i>Biosecurity Act</i> .
International airport operator guide	Provides operators of international airports in Australia with principles for developing infrastructure required by border agencies to carry out regulatory traveller and cargo processing and border protection functions.
landing place	Any place where the aircraft can land, including an area of land or water or an area on a building or vessel.
other international operations	Landing places that only facilitate private, non-commercial, freight-only and non-scheduled services, including military aircraft.
traveller	Includes passengers and crew.