

# Notice to Industry



Australian Government

Australian Quarantine  
and Inspection Service

2008/01

## Bird Strike Policy Statement for Aviation Industry Operators

This notice is to inform industry of the Australian Quarantine and Inspection Service (AQIS) policy regarding the management of the quarantine risk resulting from bird strikes on international aircraft arriving in Australia.

### Background

The aviation industry has sought advice from AQIS regarding the management of bird strikes on international aircraft arriving in Australia. Aircraft occasionally collide with birds at lower altitudes during take off and/or landing, resulting in visible residue of bird remains (including feathers, carcass, bone, blood, tissue, faeces etc) contaminating the exterior surface of aircraft.

Biosecurity Australia has provided AQIS with scientific advice in relation to the quarantine risks involving bird strikes and the subsequent cleaning and decontamination procedure for contaminated aircraft where obvious remains of bird remains exist.

AQIS has formulated a policy based on Biosecurity Australia's advice taking into consideration disease transmission routes, the perceived level of risk in such cases, the maintenance policy of aircraft and the existence of a Bird Management Policy at all Australian international airports.

### Consideration of Quarantine Risks

Biosecurity Australia has provided advice that bird strikes that have taken place onshore (e.g. within Australian airspace) during landing are not considered a quarantine risk as they involve domestic birdlife.

Generally bird strikes that have taken place offshore (e.g. during take off) are considered to be low risk because prolonged exposure to the air speed of the aircraft would dramatically reduce the amount of visible residue of the bird contaminating the exterior surface of an aircraft. This, in conjunction with bird management programs at Australian international airports, would reduce the level of incentive for susceptible Australian birds (or non-avian animals) to come in contact with the material as a food source.

If, however, any obvious carcass remnants are identified on the aircraft by aviation operators, these are considered a quarantine risk and must be removed and treated as quarantineable waste.

In instances where it is unknown if the bird strike occurred onshore or offshore, aviation operators must consider this as an offshore strike.

### **Cleaning Requirements**

Where aircraft operators have identified obvious bird remains resulting from an offshore bird strike, the following cleaning and disposal procedures are required:

1. The contaminated aircraft surface is to be treated/cleaned using an agent equivalent to a household cleaner. When undertaking treatment/cleaning of external aircraft surfaces reference should always be made to the aircraft manufacturers recommended cleaning procedures.
2. Any visible bird remains (including feathers, carcass, bone, blood, tissue and faeces) and disposable Personal Protection Equipment used during the removal of bird strike remnants from international aircraft are to be treated as quarantine waste and disposed of accordingly.
3. This waste is to be double bagged and placed into a quarantine bin.
4. Any equipment used during the cleaning of visible bird remains is also to be treated/cleaned with an agent equivalent to a household cleaner.

### **AQIS Notification Requirements**

Aircraft operators (or the responsible party) must notify their local AQIS international airport office [AQIS Airports Contacts](#) prior to cleaning the aircraft and disposing of the quarantine waste.

### **Further Information**

Should you require more information about this notice, please contact the Assistant Operations Manager, Airports Program by email at [airports@aqis.gov.au](mailto:airports@aqis.gov.au) or phone 02 6272 4143.