

3

Agricultural
Clearance

Examining Carriers

Clearing Aircraft

Contents

Introduction	page 3-2-1
Materials Needed	page 3-2-1
Advance Notification of Arrival	page 3-2-2
Inspecting the Aircraft	page 3-2-3
Galley Areas/Stores	page 3-2-3
Passenger/Crew Areas	page 3-2-3
Cargo Holds on Cargo and Military Flights	page 3-2-4
Taking Action on Contaminants and Pests	page 3-2-4
Cleaning and Disinfecting	page 3-2-5
Documenting Aircraft Clearance	page 3-2-7
Taking Action on Contaminated Aircraft	page 3-2-7
Taking Action on Live or Dead Animals	page 3-2-7
Live Animals	page 3-2-7
Dead Animals	page 3-2-8
Taking Action on Animal Contamination	page 3-2-8
Meals Carried as Stores	page 3-2-9
In-Flight Meals Aboard Military Aircraft	page 3-2-9

Introduction

The *Clearing Aircraft* section of Examining Carriers provides guidelines for all aspects of inspecting and clearing aircraft.

Materials Needed

You will need these items for inspecting aircraft:

- ◆ Flashlight
- ◆ Hearing protection equipment (ear plugs, headset)
- ◆ Large plastic garbage bags
- ◆ Pill boxes (for large, adult insects)
- ◆ Pocketknife
- ◆ Quarantine tags
- ◆ Vials

Advance Notification of Arrival

You should already have information on the aircraft arrival since the owner/operator or representative is required to provide this information under the provisions of Advance Notification of Arrival as specified in 7 CFR 330.111¹ and reproduced in [Figure 3-2-1](#) below:

The owner, operator, or other representative of any aircraft or watercraft entering the United States from a foreign country, or arriving in the continental United States from Hawaii or any territory or possession of the United States, shall provide every Plant Protection and Quarantine office (PPQ office) serving a port of arrival on the itinerary of the craft while in the United States with advance notification of intent to arrive at that port. This advance notification of arrival shall:

1. Reach the appropriate PPQ office not less than 12 hours before the craft's estimated time of arrival at the port;
2. Be communicated by radio, wire, telephone, or any other means; and
3. Include the following information:
 - a. The name or other identifying feature of the individual craft;
 - b. The date and estimated time of arrival at the port;
 - c. The location of arrival, providing the most site-specific data available, such as the dock, pier, wharf, berth, mole, anchorage, gate, or facility, and;
 - d. The names of all foreign and non-Continental U.S. ports where any cargo, crew, or passenger destined for the continental United States has boarded the craft since its most recent arrival at a port in the United States.
4. If the craft's estimated time of arrival changes by more than one hour, the PPQ office that serves the port of arrival must be notified and provided with updated information immediately.
5. If the craft's site of arrival changes after a PPQ office has received advance notification of arrival, both that PPQ office and the newly affected PPQ office shall be notified of this change immediately. This applies, too, to site-specific changes involving watercraft.
6. If the craft's point of arrival is an anchorage, the PPQ office shall be notified, as soon as possible after the craft's arrival at the anchorage, of the specific site, such as berth, mole, pier, to which the craft will be moving, as well as of its estimated time of arrival at that site.
7. Aircraft and watercraft meeting any of the following conditions are exempt from the provisions in this section, and need not provide advance notification of arrival:
 - a. The craft is not regularly used to carry passengers or cargo for a fee;
 - b. The aircraft is making a flight scheduled in the Official Airline Guide, North American Edition, or the Official Airline Guide, Worldwide Edition, unless the scheduled time of arrival changes by more than one hour or the plane is diverted to another landing port;
 - c. An inspector has precleared the aircraft in Hawaii, a territory or possession of the United States, or a foreign port, having determined that the aircraft contained only articles that are not prohibited or restricted importation into the United States under the provisions of 7 CFR chapter III and 9 CFR chapter I; or
 - d. Personnel of the United States armed forces, including the U.S. Coast Guard, in Hawaii, a territory or possession of the United States, or a foreign port, have precleared an aircraft, having determined that the aircraft contained only articles that are not prohibited or restricted importation into the United States under the provisions of 7 CFR chapter III and 9 CFR chapter I.
 - e. The owner, operator, or other representative of the aircraft or watercraft not leaving the United States has been informed in writing by a PPQ inspector that notification of intended arrival is not required at subsequent ports in the United States.

FIGURE 3-2-1: Advance Notification of Arrival of Aircraft and Watercraft

1 Although the CFR refers to PPQ, this authority has been delegated to CBP.

Inspecting the Aircraft

Look for the following when you inspect the aircraft:

- ◆ Hitchhiking pests aboard the aircraft
- ◆ Prohibited stores that might easily be carried off the aircraft by unauthorized personnel
- ◆ Contraband left aboard by crew or passengers
- ◆ Contamination of aircraft by soil, animal secretions, or animal residue (blood, manure, urine)

Consider each of the above when establishing standard operating procedures for inspecting aircraft.

Board the aircraft after all the passengers have deplaned. Unless you authorize other personnel to board, **do not** allow caterers, airline ground service personnel, and other personnel (such as contract cleaners or in-flight movie concessionaire) aboard until you have completed your inspection of the aircraft.

Complete your inspection of the aircraft as quickly as possible so that airline ground handlers, caterers, etc. may begin their jobs. Encourage airlines to have their flight attendants collect and bag fresh fruits for faster clearance. Inspect the following areas aboard the aircraft.

Galley Areas/Stores

Search the galley storage compartments. Bag and remove the following items: whole fruits, fresh vegetables, fresh eggs, and meat that might easily be taken off the aircraft by unauthorized personnel. Mark the flight number, your initials, date, and stores on the bag so identification can be made when examining the contraband. When you suspect fruit is being hidden in sealed liquor stores, you may break airline seals to inspect the cabinets.

If live pests are found, then go to [Taking Action on Contaminants and Pests](#) on page 3-2-4.

Passenger/Crew Areas

Search the passenger and crew compartments. Bag and remove the following items: whole fruits, fresh vegetables, fresh eggs, and meat that might easily be taken off the aircraft by unauthorized personnel. Mark the flight number and quarters on the bag so identification can be made when examining the contraband.

Inspect and safeguard cut flowers and plants that are to be used as furnishings on foreign bound or partially cleared flights.

If you find live pests at large in the quarters, then go to [Taking Action on Contaminants and Pests](#) on page 3-2-4.

Cargo Holds on Cargo and Military Flights

Cargo and military aircraft are at greater risk for carrying hitchhiking insects. Since cargo holds are generally the most accessible areas for hitchhiking insects, be sure to inspect carefully for flying insects. When inspecting military aircraft, keep all doors and exits closed until the walk-through inspection is completed.

Inspect cargo holds for plant and animal contamination and soil. Generally, the odor of animals is a good indication that animals are, or have been carried aboard. If you suspect there is animal contamination, then question the crew and check the aircraft log to determine if the aircraft previously carried livestock or animal products. Inspect in corners, doorways, etc., for blood, manure, hay, and straw. Also, inspect the cargo closely for animal contamination. Refer to [Table 3-2-1](#). If contamination is found, then go to [Taking Action on Contaminants and Pests](#) on page 3-2-4.

If animals regulated by Veterinary Services are aboard the aircraft, then go to [Taking Action on Live or Dead Animals](#) on page 3-2-7 for the correct action to take.

TABLE 3-2-1: Action to Take After Determining Whether or Not Contaminants or Plant Pests Were Found

If as a result of your inspection, you have:	Then:
Found contaminants or plant pests	GO to Taking Action on Contaminants and Pests on page 3-2-4
Not found contaminants or plant pests	GO to Documenting Aircraft Clearance on page 3-2-7

Taking Action on Contaminants and Pests

Take action quickly on pests and contaminants found aboard aircraft to prevent risk of pest escape or spread, and to reduce down time of the aircraft for the owner/operator. Use [Table 3-2-2](#) on page-3-2-5 below to determine the action you need to take.

TABLE 3-2-2: Action to Take on Contaminants and Pests

If you find:	Then:
Live pests	HOLD the shipment and consult a CBP Agriculture Specialist (aircraft may require treatment). CBP Agriculture Specialist will mitigate pest risk applying T409, if needed. Do not delay action waiting for pest identification.
Soil	REQUIRE cleaning and removal from the aircraft (consult a CBP Agriculture Specialist for guidance on proper treatment and disposal of soil)
Animal contamination	REQUIRE cleaning and disinfection with Virkon®S or 4 percent sodium carbonate solution with 0.1 percent sodium silicate ¹ (see Cleaning and Disinfecting on page 3-2-5)

- 1 Virkon®S and sodium carbonate with sodium silicate are the **only** disinfectants approved for use in cargo areas of aircraft because of their non-corrosive properties. **Never** use sodium hypochlorite (household bleach) on passenger areas or cargo areas of aircraft as it can corrode sensitive aircraft or electronic parts.

Cleaning and Disinfecting

If any article or surface is contaminated with an animal material or with spillage from regulated garbage, then that article or surface must be cleaned and disinfected. If you detect leaks from packages or containers holding prohibited or restricted animal products, then the contaminated pallets, machinery used in handling, dock or warehouse areas used for storage, or trucks or railroad cars used for transporting the products must be cleaned and disinfected before they are reused.



Spills of regulated garbage in food handling and preparation areas should be cleaned and sanitized by the caterer using the caterer's product. The disinfectant used by the caterer should be approved by the Environmental Protection Agency (EPA) for use around food or on surfaces that come into contact with food.

Include the following items in a **disinfectant kit**:

- ◆ Gallon plastic container filled with water
- ◆ Insulated box, such as an ice chest, for holding the materials used to disinfect
 - ❖ Label the box "DISINFECTANT KIT"
 - ❖ Type and affix the directions for its use inside the lid
- ◆ Leakproof, double plastic bags to hold collected material
- ◆ Pint spray bottle
- ◆ Roll of paper towels
- ◆ Scrub brush and a scraping tool
- ◆ Whisk broom and dust pan
- ◆ Material Safety Data Sheets (MSDS) for Virkon®S, sodium hypochlorite, and sodium carbonate

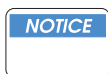
Have the following **protective clothing and safety equipment** available:

- ◆ Disposable, plastic shoe covers
- ◆ Face Shield
- ◆ Pair of rubber gloves or disposable, plastic gloves
- ◆ Safety goggles

Follow these steps to prepare the solution and apply the disinfectant:

Step 1: Prepare Approved Disinfectants

1. Virkon®S - Mix dry powder in sprayer according to package instructions. Store according to package directions.
2. Soda ash - 4% sodium carbonate and 0.1% sodium silicate comes commercially premixed in 5-gallon containers. No testing for active ingredients is needed on commercial preparations.



Virkon®S and sodium carbonate with sodium silicate are the disinfectants of choice for cargo areas of aircraft because of their non-corrosive properties. **Never** use sodium hypochlorite (household bleach) on passenger areas or cargo areas of aircraft, as it could corrode aircraft or electronic parts.

Step 2: Remove Excess Contaminant

Sweep up or scrape off as much of the contaminant as possible. Put the sweepings or scrapings into a leakproof, plastic bag for incineration later. Free surfaces from dirt and grease if applicable.

Step 3: Scrub the Contaminated Area

Scrub the contaminated area or the area where the spillage occurred with a good detergent solution.



If the area is **not** effectively scrubbed first, then any viruses protected by the organic material remain untouched and the disinfectant is **not** effective.

Step 4: Flush the Scrubbed Surfaces

Flush the scrubbed surfaces with clean water. Flushing is important because the detergent may react with the disinfectant and reduce its activity.

Step 5: Apply the Disinfectant

If using a premixed solution of disinfectant, agitate it thoroughly. If the temperature is below freezing, delay the application of the disinfectant until the temperature is above freezing. Apply the disinfectant.

Step 6: Incinerate the Refuse

Incinerate all refuse that was swept up or scraped off.

Documenting Aircraft Clearance

Complete PPQ Form 213, Airplane Inspection Report after each aircraft is cleared. You will only need to complete those sections of the form that pertain to the aircraft inspection. (The rest of the form will be completed after all passengers and baggage have been cleared.) See [PPQ Form 213, Airplane Inspection Record](#) on page A-1-68 for instructions on completing the form.

If you are partially clearing an aircraft, you will also need to complete PPQ Form 250 if the flight is **not** a normally scheduled flight that proceeds for final clearance at another airport. See [Instructions](#) on page A-1-73 for instructions on completing the form.

Taking Action on Contaminated Aircraft

CBP is responsible for safeguarding aircraft contaminated with animal waste such as manure and straw. Notify APHIS Veterinary Services (VS) or the aircraft arrival. VS or their designated representative is responsible for the cleaning and disinfection of these aircraft in accordance with 9 CFR 95.26. Please contact the local Area Veterinarian In Charge as listed in [Appendix H](#) of the [Animal Product Manual](#) (APM).

Taking Action on Live or Dead Animals

If you find animals, use [Table 3-2-3](#) to determine the action to take.

TABLE 3-2-3: Action to Take if Animals Are Found

If the shipment is:	Then:
Live animals or dead animals that are part of a live animal shipment	GO TO Live Animals on page 3-2-7
Solely dead animals	GO TO Dead Animals on page 3-2-8

Live Animals

Live animals are the responsibility of APHIS VS. Additionally, VS has the responsibility for cleaning and disinfecting the aircraft if it held live animals. Follow the instructions in [Table 3-2-4](#) when VS is **not** present to meet aircraft carrying live animals.

TABLE 3-2-4: Action to Take When VS Is Not Available to Meet Aircraft Carrying Live Animals

If the animal group is:	And the animals are:	Then:
<ul style="list-style-type: none"> ◆ Equine ◆ Ruminant ◆ Swine 	Aboard the aircraft	<ol style="list-style-type: none"> 1. HOLD the animals aboard the aircraft 2. NOTIFY the Area Veterinarian In Charge (AVIC) or VS Port Veterinarian by telephone
	Off-loaded from the aircraft	<ol style="list-style-type: none"> 1. HOLD the animals and the associated feed, bedding, etc., at the point of discovery¹ 2. NOTIFY the AVIC or VS Port Veterinarian by telephone
Birds (includes poultry and pet birds)	→	<ol style="list-style-type: none"> 1. HOLD the birds 2. NOTIFY the AVIC or VS Port Veterinarian by telephone
Canine ² (dogs)	Used with livestock ²	1. HOLD the animals
	With open sore(s) ³	2. NOTIFY the AVIC or VS Port Veterinarian by telephone
	Without open sore(s) or not used with livestock	RELEASE
Other than horses, ruminant, swine, canine, or birds (e.g. primates ⁴ , rodents)	→	<ol style="list-style-type: none"> 1. INSPECT cages for prohibited items and have them removed 2. REFER to FWS

- 1 Consider the welfare of the animals in severe weather. If you authorize movement, supervise cleaning and disinfection performed by an authorized contractor. Ensure all equipment used to move the animals and areas occupied by the animals are cleaned and disinfected. **Do not** allow movement to an area where other animals are present, or away from the immediate area of the point of discovery. Do not allow the aircraft to move prior to VS arrival.
- 2 Dogs kept around livestock may carry tapeworms.
- 3 Could possibly be screwworm, which feeds on living tissue.
- 4 Refer primates to Fish and Wildlife and Centers for Disease Control.

Dead Animals

If only dead birds, horses, ruminants, or swine are discovered, then contact VS. If you find dead animals other than the above, no action is required by CBP or VS.

Taking Action on Animal Contamination

When an aircraft arrives without live or dead animals but you find contamination such as blood, manure, or bedding, contact VS.

Meals Carried as Stores

If unused meals are carried aboard aircraft either in the galley or cargo holds, use [Table 3-2-5](#) to determine the action to take.

TABLE 3-2-5: Determine Action to Take on Unused Meals Carried Aboard Aircraft in Galleys or Cargo Hold

If the aircraft is originating from:	Then:
Canada	ALLOW the meals to be retained aboard the aircraft
Countries other than Canada	REQUIRE the removal of all meals, milk, and dairy products carried as stores at the first port of arrival, except the following: <ul style="list-style-type: none"> ◆ Pre-packaged snacks (such as pretzels, chips, nuts, crackers, cookies) ◆ Beverages (such as alcoholic drinks, soda, coffee, juice, tea, water) ◆ Condiments (such as ketchup, mustard, salt, sugar, pepper, non-dairy creamer) DISPOSE OF all unused meals with the other regulated garbage at that location

In-Flight Meals Aboard Military Aircraft

The purpose of APHIS' policy pertaining to in-flight meals aboard military aircraft is to establish uniform and worldwide policy governing the contents of in-flight meals placed aboard precleared² military aircraft. These in-flight meals are for use by crew and passengers returning to the Customs Territory of the United States (CTUS). Our goals are to protect American agriculture while allowing U.S. military personnel to have healthful and nutritious in-flight meals. Both goals can be achieved through the combination of continued foreign garbage compliance in the CTUS and adherence to the policy and procedures that follow.

2 Military preclearance is the inspection of military passengers and crew members, baggage, cargo, and aircraft airframes outside continental United States to make sure they are in compliance with agricultural regulations prior to their arrival in the U.S. The inspections are carried out by trained and accredited Military Customs Inspectors. Department of Defense regulation DOD 4500.9R Part V. Customs and Border Clearance Policy and Procedures and DOD 4500.54 Foreign Clearance Guide, United States Section authorizes the inspections and preclearance.

Following the procedures below will ensure accountability:

1. APHIS Agricultural Advisor³ initiates a written compliance agreement with the military in-flight kitchen. The agreement must specify the conditions for purchasing and handling produce and certain animal products. This compliance agreement must incorporate conditions A, B, C, as follows:
 - A. Each in-flight meal box must be stamped “USDA APPROVED,” “ALL U.S. PRODUCT,” or some other mutually acceptable label which indicates that the box’s contents meet APHIS requirements for CTUS flights
 - B. If the meals contain beef, lamb, or pork (the meat of any ruminant or swine), then those meals must have been prepared in an accredited flight kitchen. An accredited kitchen must store, handle, and use only beef, lamb, and pork that originated in the United States. Such meat of ruminants and swine may **never** be purchased on the local, foreign market—even if it originated in the U.S.
 - C. The military kitchen must use only U.S. and approved foreign produce and animal products for in-flight meals. Furthermore, approved produce must be stored in separate refrigerated lockers to prevent commingling with nonapproved produce.

The following four decision tables specify what is approved and may be used for in-flight meals. See [Table 3-2-6](#) on [page-3-2-11](#) for fruits, [Table 3-2-7](#) on [page-3-2-12](#) for vegetables (produce), [Table 3-2-8](#) on [page-3-2-13](#) for meat, and [Table 3-2-9](#) on [page-3-2-13](#) for other animal products.



Processed items such as canned goods, cookies, peanuts, popcorn, and potato chips are unrestricted and hence may be used for in-flight meals.

2. Military Customs Inspectors inspect in-flight kitchens weekly. The purpose of the inspection is to ensure compliance with APHIS policy pertaining to in-flight meals. Additionally, the inspectors must spot check the contents of the meals aboard the aircraft to ensure that they contain only approved products. This onboard inspection is to further strengthen compliance.
3. APHIS Agricultural Advisor inspects kitchens quarterly to confirm compliance.
4. CBP officials in the CTUS occasionally inspect precleared arrivals (**never** to exceed 5 percent) to verify the integrity of these procedures and policy.

3 APHIS International Services maintains an Agricultural Advisor in the European Department of Defense Command and is responsible for the MCI program there. APHIS headquarters monitors the preclearance program in the Atlantic, Pacific, and Southern Department of Defense Commands.

**Determine if
Fruits Are
Approved**

To determine which fruits are approved for in-flight meal use, see [Table 3-2-6](#).

TABLE 3-2-6: Determine if Fruits Are Approved for In-Flight Meals

If the fruit originated:	And is:	And the fruit is:	And:	Then the fruit may:
In the United States	Whole	Apples	You can verify it is of continental US (CONUS) origin ¹	Be used in meals
			You can not verify that the fruit is of CONUS origin	Not be used in meals
		Citrus	It is stenciled with a U.S. trademark ²	Be used in meals
			It is not stenciled with a U.S. trademark	Not be used in meals
	Neither citrus nor apples	→		
Peeled, sliced, or diced		→	Be used in meals	
Outside the United States	→	Bananas	It is a recognized Western Hemisphere brand ²	Be used in meals
			It is not a recognized Western Hemisphere brand	
		Not bananas	→	

- 1 When apples and citrus are in their original boxes and undoubtedly of U.S. origin, they may be purchased on the local market.
- 2 For example, Amigo, Banacol, Bananero, Chiquita, Del Monte, Dole, and Turbana.

**Determine If
Vegetables Are
Approved**

To determine which vegetables are approved for in-flight meal use, see [Table 3-2-7](#).

TABLE 3-2-7: Determine if Vegetables Are Approved for In-Flight Meals

If the vegetable originated:	And is to be used for:	And is:	And is:	Then the vegetable may:
Outside the United States	A garnish for sandwiches or in salads	Diced, peeled, or sliced	Broccoli, cabbage, carrot, cauliflower, endive, lettuce, onion, or radish	Be used in meals
		Neither diced, peeled, nor sliced	Other than a vegetable listed in the cell above —————→	Not be used in meals
	Other than a garnish for sandwiches or in salads	—————→		
In the United States	A garnish for sandwiches or in salads	Diced, peeled, or sliced	—————→	Be used in meals
		Neither diced, peeled, nor sliced	—————→	Not be used in meals
	Other than a garnish for sandwiches or in salads	—————→		

Determine Which Fish, Fowl, or Meat Is Approved

To determine if fish, fowl, or meat is approved for in-flight meals, see [Table 3-2-8](#).

TABLE 3-2-8: Determine if Fish, Fowl, or Meat Is Approved for in-Flight Meals

If:	And:	And of:	And:	Then the product may:	
Fish			→	Be used in meals	
Fowl	Thoroughly cooked		→	Be used in meals	
	Uncooked or not thoroughly cooked	U.S. origin	Frozen, prepackaged, and unopened ◆ Not prepackaged ◆ If prepackaged, it is opened		Not be used in meals
		Foreign origin	→		
Beef, lamb, or pork	→	U.S. origin	Frozen, prepackaged, and unopened ◆ Not prepackaged ◆ If prepackaged, it is opened	Be used in meals	
		Foreign origin	→	Not be used in meals	
Luncheon meat	→	U.S. origin	→	Be used in meals	
		Foreign origin	→	Not be used in meals	

Determine if Other Animal Products Are Approved

To determine which other animal products are approved for in-flight meals, see [Table 3-2-9](#).

TABLE 3-2-9: Determine if Animal Products Are Approved for In-Flight Meals

If it is:	And:	And of:	And:	Then the product may:
Eggs		→	Hard boiled or otherwise cooked	Be used in meals
			Uncooked	Not be used in meals
Dairy product	Butter	→	→	Be used in meals
	Cheese, including cottage cheese	→	In milky liquid or brine	Not be used in meals
			Neither in milky liquid nor brine	Be used in meals
	Milk	U.S. origin	→	→
Foreign origin		Reconstituted Other than reconstituted		Not be used in meals

