

## RA 4103 - Removal of Body Fluid Contamination from Aircraft

### Rationale

The operational role of military registered Aircraft presents a Risk of an Aircraft's Structure, materials and components being contaminated with body fluids<sup>1</sup>. Such contamination may pose a significant corrosive Hazard to an Aircraft's Airworthiness. **▶ This RA ◀ sets the requirement for ▶ aviation engineering ◀ orders and ▶ / or local ◀ procedures▶<sup>2</sup>◀ to be in place to ensure that timely, safe and effective decontamination is undertaken.**

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4103(1) The Military Continuing Airworthiness Manager (Mil CAM)<sup>3</sup> **shall** ensure that ▶ aviation engineering ◀ orders and / or ▶ local ◀ procedures▶<sup>2</sup>◀ are promulgated to achieve the timely, safe and effective removal of body fluid contamination from Aircraft within their Area of Responsibility.

### Acceptable Means of Compliance 4103(1)

#### ▶ ◀ Removal of Body Fluids

1. The ▶ aviation engineering ◀ orders and ▶ / or local ◀ procedures▶<sup>2</sup>◀ **should**, as a minimum:
  - a. State the actions to be taken on discovering that an Aircraft is contaminated with body fluids<sup>1</sup>, including:
    - (1) Nomination of an authorized<sup>4</sup> person to take control of the decontamination operation in accordance with (iaw) the published ▶ aviation engineering ◀ orders and ▶ / or local ◀ procedures▶<sup>2</sup>◀.
    - (2) Assessment of the contamination and of the resources required, including medical expertise, to be able to safely decontaminate the Aircraft.
    - (3) Control of the contamination iaw Technical Information<sup>5</sup> (TI), applicable Defence Policy<sup>6</sup> and, where appropriate, medical advice.
  - b. Define the ▶ process ◀ for deferring full decontamination, including consultation, notification and Authorization<sup>4</sup> requirements.
  - c. Identify those personnel who are authorized<sup>4</sup> to determine when sufficient decontamination has been carried out and to certify that no further decontamination is required.

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2. This Regulation addresses only the Hazard to an Aircraft's Structure, materials and components. It does not address other considerations associated with body fluid contamination; these must be addressed iaw existing Defence Policies<sup>6</sup> and include:
  - a. Health, Safety and environmental aspects, particularly the health and Safety of personnel carrying out decontamination.
  - b. Biosecurity.
  - c. Infection control and sterilization requirements when dealing with a known or suspected infectious disease.

<sup>1</sup> The term 'body fluids' includes saliva, blood, vomit, urine, faeces and body remains from human or animal sources.

<sup>2</sup> ▶ Refer to RA 4009 – Aviation Engineering Orders and Local Procedures. ◀

<sup>3</sup> Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities.

<sup>4</sup> Refer to RA 1006 – Delegation of Engineering Authorizations.

<sup>5</sup> Refer to RA 4810 – Technical Information (MRP 145.A.45).

<sup>6</sup> Refer to JSP 800, Vol 3 – Movement of Materiel Part 2 Policy Leaflet 25.

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3. The assessment of the contamination will be informed by the following, non-exhaustive, list of factors:
    - a. The type of body fluids present.
    - b. The requirement to restrict access to the Aircraft until decontamination is complete.
    - c. The extent and location of the contamination.
    - d. The size and composition of the team required to carry out decontamination in a timely, safe and effective manner.
    - e. The specific personal protective measures required.
    - f. The equipment required for decontamination.
    - g. Disposal of contaminated material, including fluids.
  4. Medical advice on decontamination may recommend the use of disinfectants or other materials that are not listed in TI. This Regulation does not give authority to deviate from TI and any deviation required to comply with medical advice will be resolved in the same manner as any other deviation.
  5. It may not be possible to carry out full decontamination of an Aircraft prior to its next flight, due to either operational pressures or the contamination extending to areas that are inaccessible given the resources available to the Maintenance organization. The Mil CAM<sup>3</sup> may wish to distinguish between:
    - a. The Authorization to defer full decontamination for a short period, eg to meet an operational need or to recover the Aircraft to a more suitable location.
    - b. The Authorization to defer full decontamination for a longer period, eg until a suitable scheduled Maintenance opportunity.
- Note: In both cases, the decision to defer full decontamination would need to consider any Hazard<sup>7</sup> to personnel<sup>8</sup> alongside Airworthiness considerations.
6. The removal of body fluid contamination from an Aircraft is not a task that can be neatly defined in TI, especially as Aircraft components may need to be removed to determine the extent of the contamination and to enable access to complete decontamination. The determination that no further decontamination is required will be made on a case-by-case basis by appropriately authorized<sup>4</sup> personnel.

<sup>7</sup> Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life).

<sup>8</sup> Refer to RA 1020 – Aviation Duty Holder and Aviation Duty Holder-Facing Organizations - Roles and Responsibilities.