

**Aerodrome Standards Advisory  
Document  
(ASAD-09)**

Page: 1/10  
Date: 18 Feb 2026  
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# **National Aeronautical Wildlife Strike Hazard Reduction Programme**

**Civil Aviation Directorate (CAD)**

**Air Navigation Services & Aerodromes Unit (ANS&AU)**

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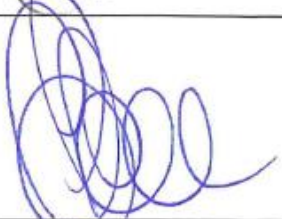
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**Aerodrome Standards Advisory  
Document  
(ASAD-09)**

Page: 2/10  
Date: 18 Feb 2026  
Issue: 1  
Ref.: ASAD-09-26



**Document Approval**

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# Aerodrome Standards Advisory Document (ASAD-09)

Page: 3/10  
Date: 18 Feb 2026  
Issue: 1  
Ref.: ASAD-09-26



## Contents

1.	Revision History.....	4
2.	Purpose .....	5
3.	Scope .....	5
4.	Regulatory provisions .....	5
5.	Definitions.....	6
6.	Governance and Responsibilities .....	6
7.	Wildlife Hazard Management Process (SMS based).....	7
8.	Malta specific wildlife risk profile (indicative) .....	8
9.	Mandatory Wildlife Hazard Management Plan .....	8
10.	Programme Implementation Timelines.....	9
11.	Safety performance indicators and KPIs.....	9
12.	Reporting Requirements.....	9
13.	Oversight and Enforcement.....	10
14.	Environmental and Ethical Considerations.....	10
15.	Continuous Improvement.....	10
16.	Status of this Advisory Document.....	10

# Aerodrome Standards Advisory Document (ASAD-09)

Page: 4/10  
Date: 18 Feb 2026  
Issue: 1  
Ref.: ASAD-09-26



## 1. REVISION HISTORY

Version	Date	Change
1	18 February 2026	Initial Issue.

# Aerodrome Standards Advisory Document (ASAD-09)

Page: 5/10  
Date: 18 Feb 2026  
Issue: 1  
Ref.: ASAD-09-26



## 2. Purpose

This Aerodrome Standards Advisory Document (ASAD) provides guidance issued by the Director General for Civil Aviation for the establishment and implementation of a National Aeronautical Wildlife Strike Hazard Reduction Programme. Its objective is to reduce the risk of wildlife strikes to aircraft operations within Malta's area of responsibility, in accordance with ICAO Standards & Recommended Practices and the European Union aviation regulatory framework.

This ASAD supports the Malta State Safety Programme (SSP) and the Safety Management System (SMS) obligations of regulated entities.

## 3. Scope

This Programme applies to the following organisations:

- Certified aerodrome operators;
- Aircraft operators conducting Commercial Air Transport, General Aviation, and aerial work;
- Air Navigation Services Providers;
- Public Authorities and land-use planners whose activities may influence wildlife hazards.

The primary focus is wildlife hazards on aerodromes and in their vicinity as defined by ICAO Annex 14, Volume I, and (EU)139/2014 requirements.

## 4. Regulatory provisions

This ASAD is aligned with the following regulatory provisions:

### ICAO

- Annex 14 – Aerodromes, (Chapter 9 Wildlife Hazard Management);
- Annex 19 – Safety Management;
- Doc 9137 – Airport Services Manual, Part 3 (Wildlife Control and Reduction);
- Doc 9859 – Safety Management Manual (SMM);
- Doc 4444 – PANS-ATM (as applicable).

### EU/EASA

- Regulation (EU) 2018/1139 (Basic Regulation);
- Regulation (EU) 139/2014 (Aerodromes Regulation);
- (EU)139/2014 ADR.OR.B.025 (Management System);
- (EU)139/2014 ADR.OPS.B.010 & ADR.OPS.B.020 (Aerodrome Operational Services);
- (EU)139/2014 ADR.OPS.B.040 (Inspection of movement area)

# Aerodrome Standards Advisory Document (ASAD-09)

Page: 6/10  
Date: 18 Feb 2026  
Issue: 1  
Ref.: ASAD-09-26



This advisory document shall be used by TM-CAD as guidance material supporting the above requirements.

## 5. Definitions

Definitions contained in ICAO Annexes 14 and 19, and Regulation (EU)139/2014 apply.

## 6. Governance and Responsibilities

### *Transport Malta – Civil Aviation Directorate (TM-CAD)*

TM-CAD shall establish a national wildlife hazard management policy and maintain and analyse a national wildlife strike database (ECCAIRS compatible). It shall also require wildlife hazard assessments and wildlife hazard management plans were justified by risk. Additionally, TM-CAD shall conduct audits, inspections, and performance reviews whilst coordinating with environmental, planning, waste management, and maritime authorities, as necessary.

### *Aerodrome Operators*

Aerodrome operators shall integrate wildlife hazard management into their SMS and conduct wildlife hazard assessments when triggers in ICAO Annex 14 and (EU)139/2014 occur. They shall develop, implement, and maintain a Wildlife Hazard Management Plan which is acceptable to TM-CAD. Furthermore, they shall ensure that trained and competent wildlife control personnel are deployed, and report wildlife strikes and significant wildlife activity in line with established procedures.

### *Air Navigation Service Providers*

The Air Navigation Service Provider (ANSP) shall support the wildlife hazard prevention program by maintaining robust alerting and communication protocols. In coordination with the aerodrome operator, the ANSP will facilitate operational mitigations and assist in data collection through visual observations and formal reporting. All Air Traffic Control (ATC) and operational personnel must undergo awareness training to fulfill these obligations.

### *Aircraft Operators*

Aircraft Operators shall report any wildlife strikes and near misses and include wildlife awareness in flight and ground crew training. They shall fully cooperate with aerodrome and TM-CAD investigations as necessary.

### *Public Authorities and other stakeholders*

Public authorities whose activities may influence wildlife presence or behaviour shall support this programme within their respective legal competences.

Their roles and responsibilities include:

Land-use planning and zoning. This is ensured by integrating aviation wildlife considerations into spatial planning, zoning decisions, and development approvals. Furthermore, avoiding, where practicable, the establishment or expansion of wildlife-attractive land uses (e.g. landfills, open waste facilities, fish processing, aquaculture, water retention ponds) within aerodrome vicinities and critical flight paths.

Environmental and wildlife management. Coordinating with TM-CAD and aerodrome operators on wildlife management measures affecting protected species and habitats. Additionally, supporting risk-based, proportionate mitigation measures that balance aviation safety and biodiversity protection. They shall also provide expert advice on species behaviour, migratory patterns, and seasonal risks relevant to Malta and the Central Mediterranean migratory route.

Waste, water, and coastal management. The management of waste collection, landfill operations, and coastal activities in a manner that minimizes attraction of hazardous wildlife species. Additionally, coordinating changes to waste or water management practices that may alter wildlife behaviour, and discouraging feeding of stray mammal colonies near the aerodrome.

Inter-agency coordination and information sharing. Participating in inter-agency working groups or coordination mechanisms established by TM-CAD. Furthermore, sharing relevant environmental, land-use, or wildlife data that may affect aviation safety.

Emergency and contingency support. Supporting response actions following serious wildlife strike events where public authority involvement is required.

## **7. Wildlife Hazard Management Process (SMS-Based)**

The wildlife hazard management process shall be based on SMS principles according to the following steps:

Hazard Identification. This shall include an analysis of strike and occurrence data and based on routine wildlife surveys. Seasonal and migratory trend analysis relevant to Malta and the Central Mediterranean shall be considered.

Risk Assessment. This shall be conducted on the severity-likelihood assessment consistent with ICAO Doc 9859 and include the identification of high-risk species, locations, and operational phases.

# Aerodrome Standards Advisory Document (ASAD-09)

Page: 8/10  
Date: 18 Feb 2026  
Issue: 1  
Ref.: ASAD-09-26



Risk Mitigation. Both habitat management and deterrence/dispersal techniques are to be considered as the main tools for mitigation. Operational measures must be undertaken which shall include but not limited to issuance of NOTAMS, conduct of runway inspections, ATIS broadcasting, and ATC coordination.

## 8. Malta-specific wildlife risk profile (indicative)

Based on regional ecology, aerodrome operators should give particular attention to the following:

- Gulls – attracted by landfills, ports, and coastal activity;
- Shearwaters and petrels – seasonal movements near coastal approaches;
- Starlings and swifts – flocking behaviour;
- Birds of prey – seasonal migratory movements and settling on strips;
- Pigeons (feral & racing) – significant risk to aircraft particularly in the approaches;
- Bats – dusk and night operations;
- Small mammals (rodents, hares, stray cats/dogs) – causing movement area incursions.

Aerodrome operators should validate the risk of the local species through surveys.

## 9. Mandatory Wildlife Hazard Management Plan

Aerodrome operators shall develop, submit, and implement a wildlife hazard management plan (WHMP) which must contain at least the following:

1. Policy and objectives;
2. Accountabilities and organisation;
3. Description of the aerodrome environment;
4. Wildlife hazard identification and risk assessment;
5. Mitigation measures and operating procedures;
6. Training and competency requirements;
7. Reporting and record-keeping;
8. Emergency response to serious wildlife events;
9. Performance monitoring and review.

The WHMP may be part of the operator's Aerodrome Manual, or cross referred to as appropriate.

## 10. Programme Implementation Timelines

It shall be understood that, for existing certified aerodromes, the provisions of this programme are being implemented at time of publishing of this ASAD. For newly certified aerodromes, the following implementation timelines shall apply:

<i>Requirement</i>	<i>Responsible Entity</i>	<i>Timeline</i>
National data framework operational	TM-CAD	Immediately
Initial wildlife hazard assessment	Aerodrome Operator	Within 2 months of application
WHMP submission	Aerodrome Operator	Within 4 months of application
Full WHMP implementation	Aerodrome Operator	Within 6 months of application
Recurrent risk review	Aerodrome Operator	At least annually

## 11. Safety Performance Indicators and KPIs

Indicative KPIs shall include the following:

- Wildlife strike rate per 10,000 movements;
- Number of damaging strikes;
- Percentage of strikes reported withing required timelines;
- Trend reduction in high-risk species encounters;
- Training completion rate for wildlife control personnel.

Targets shall be proportionate to aerodrome size and complexity.

## 12. Reporting Requirements

All aviation regulated entities shall adhere to reporting requirements as specified in (EU)376/2014 and (EU) 2015/1018. Therefore, the following shall be followed regarding wildlife specific events:

- Mandatory reporting via the national occurrence reporting system;
- Use of ECCAIRS/ADREP taxonomy;
- Local record retention for inspection purposes.

# **Aerodrome Standards Advisory Document (ASAD-09)**

Page: 10/10  
Date: 18 Feb 2026  
Issue: 1  
Ref.: ASAD-09-26



## **13. Oversight and Enforcement**

TM-CAD shall conduct routine and ad-hoc inspections and include audits on the operator's SMS and WHMP. It should also implement performance-based monitoring using established KPIs.

Where deficiencies are identified TM-CAD shall raise findings under (EU) 139/2014 ADR.OR or ADR.OPS provisions. It should also require a root cause analysis and submission of a corrective action plan. Enforcement measures in accordance with national aviation law shall be applied as necessary.

## **14. Environmental and ethical considerations**

All measures taken in the framework of this programme shall comply with Maltese and EU environmental legislation. As far as practicable prioritization of non-lethal methods should be applied, and such measures should be coordinated with competent environmental authorities.

## **15. Continuous improvement**

This programme should be reviewed as follows:

- Annually as part of State Safety Plan monitoring;
- Following serious wildlife strike events;
- When significant operational or land-use changes occur.

## **16. Status of this Advisory Document**

This ASAD is advisory in nature, nonetheless it is expected that regulated entities follow its guidance to ensure compliance with wildlife hazard reduction responsibilities. Failure to do so may be considered by TM-CAD when assessing adherence with applicable regulatory and SMS obligations.