

Regulatory Instrument issued in terms of Annex 5 of the Air Navigation Act, Chapter 641 of the Laws of Malta

Instrument No.:	006/2024
Title	UAS Regulations for Malta in addition to EASA
Date of Entry into Force:	01 Jan 2024
Version:	1

Scope

This Regulatory Instrument is based on the EASA UAS (Unmanned Aircraft System) Regulations, namely EU (Reg) 2019/947 and EU (Reg) 2019/945, which entered into force in EASA Member States on 31 December 2020, and complements these with additional requirements which are applicable in Malta.

Requirements

As per EASA UAS Regulations, UAS Operators are to have a valid EASA UAS Operator registration number. This number is obtained from their country of residence – Malta or any other EASA Member State (MS). For UAS Operators whose country of residence is Malta, registration is done online on tmcad.idronect.com. In this respect, Operators are required to have a basic knowledge of the English language as well as technology literacy. Third Country Operators (TCO) are required to obtain a registration number from the first EASA MS they intend to operate their drone. UAS Operators are to ensure this registration number or the equivalent QR code is affixed to the drone.

UAS Operators operating in Malta are to be in possession of a valid third-party insurance. All UAS Operators operating in Malta are to register on tmcad.idronect.com and ensure their registration is valid at the time of operation. Should the UAS Operator already be in possession of a valid UAS Operator Registration Number, they may opt for a short-duration tourist registration option.

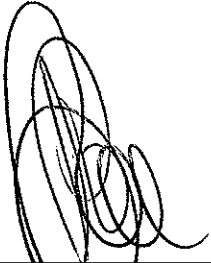
UAS Operators operating in Malta are to be in possession of an Authorisation Form for each and every flight they conduct, which is to be applied for by entering a flight submission on tmcad.idronect.com. Submissions which are not auto-authorised by the system are subject to manual authorisation, and must be submitted a minimum of 5 working days in advance, otherwise they may not be authorised by TM-CAD officials.

UAS Operators and/or designated remote pilots are to ensure they abide by all the conditions in the respective authorisation form, both the area/altitude specified in the flight request as well as the Terms and Conditions (T&Cs) provided in the form. UAS Operators and/or designated remote pilots are to provide a valid contact number upon registration such that any changes including rejection of the authorisation is notified accordingly. UAS Operators and/or designated remote pilots intending to fly in restricted areas are to upload a letter of permission from the owner of the restricted area, as per contact details indicated on the same website. This list of restricted zones is published in the AIP. UAS Operators and/or designated remote pilots are to check NOTAMs (NOTices To AirMen) and weather forecasts prior to the flight to ensure safety.

Designated remote pilots are to ensure they are in possession of a valid remote pilot license according to the category in which they fly.

UAS Operators and/or designated remote pilots are to provide evidence of their registration, insurance, license and/or authorisation when so requested by enforcement officers. UAS Operators and/or designated remote pilots may be fined if any of these documents are missing or invalid, or if they refuse to provide this evidence to enforcement officers. UAS Operators and/or designated remote pilots may be requested to stop operations by any enforcement/police officers and/or TM (Transport Malta) officials if in the interest of safety, security or privacy. Such officers/officials may use any means necessary to stop operations, including use of jammers. In cases of threats to national security, enforcement/police officers and/or TM officials also reserve the right to confiscate the drone. UAS Operators and/or designated remote pilots may be requested to delete any photographs or videos if these are in breach of privacy/GDPR (General Data Protection Regulations) or for security issues. UAS Operators and/or designated remote pilots may also be subject to drug/alcohol testing.

TM-CAD reserves the right to withdraw, suspend or revoke registrations, licenses or authorisations of individuals for public safety or security reasons.

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Captain Charles Pace
Director General
Civil Aviation Directorate
Transport Malta