

Civil Aviation Directorate

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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 September 2026
Version:	2

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, Unmanned Aircraft System ("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 via the Transport Malta Civil Aviation Directorate ("TM-CAD") on tmcad.idronect.com, or such other system as the TM-CAD may designate for this purpose, from time to time, and ensure their registration is valid at the time of the UAS 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 five (5) working days in advance of the planned UAS operation or flight, otherwise they may not be authorised by TM-CAD officials. It is reminded that UAS Operators whose UAS operations are not authorised by TM-CAD shall be subject to enforcement, and further repercussions.

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 authorisation 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 positively 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 Aeronautical Information Publication (

AIP). UAS Operators and/or designated remote pilots are to check NOTAMs (Notices To Air Men) 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.

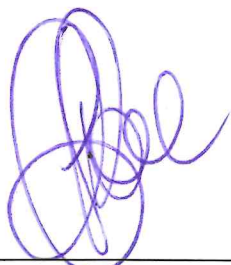
UAS Operators and/or designated remote pilots are to provide evidence of their registration, insurance, license and/or authorisation when so requested by local enforcement entities external to TM-CAD ("external enforcement entities") and/or Transport Malta ("TM") enforcement. UAS Operators and/or designated remote pilots may be fined and/or may face further penalties, if any of these documents are missing or invalid, or if the UAS Operator refuses to provide this evidence to external enforcement entities and/or TM enforcement upon request. UAS Operators and/or designated remote pilots may be requested to stop operations by any TM-CAD officials, external enforcement entities and/or TM enforcement, where this is deemed necessary.

TM-CAD officials may employ the assistance of external enforcement entities and/or TM enforcement where necessary. Such external enforcement entities and/or TM enforcement may use any means necessary to stop operations, including through the use of jammers and kinetic defence networks.

In cases of UAS operations not conducted as per local and EASA UAS Regulations, and/or where such UAS operations are not, have not been, and/or are discovered to have not been conducted in accordance with the conditions stated in the respective authorisation, and/or in the case of UAS Operations conducted in such a manner which may be considered to pose a safety, security or data protection risk, and/or where any falsity is discovered in any declaration and/or request for UAS authorisation submitted to TM-CAD, external enforcement entities and/or TM enforcement also further reserve the right to confiscate and/or seize the UAS and any other equipment or devices used in support of the UAS Operation in question. TM-CAD officials may further order UAS Operators and/or designated remote pilots to delete any photographs or videos if these are in breach of privacy/GDPR (General Data Protection Regulations), have conducted a UAS operation or flight without the necessary authorisation, or for security issues, and/or in light of any other infringement. UAS Operators and/or designated remote pilots may also be subject to drug/alcohol testing

The foregoing is without prejudice to any further legal action being taken against the offending UAS Operator.

In addition to, and without prejudice to the foregoing, TM-CAD reserves the right to withdraw, suspend or revoke registrations, licenses or authorisations of individuals, in cases of infringements to the applicable legislative framework, and/or for public safety or security reasons.



Captain Charles Pace
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