

DECLARATION OF COMPLIANCE IN ACCORDANCE WITH MOC

2511 FOR M3D FLYSAFE

Hereby, I, Francois-Xavier BIZIEUX, *accountable manager of the company FlyingEye* declare under my sole responsibility that:

- 1) the FTS kit M3D Flysafe (geofencing), manufactured by the FlyingEye with hardware and software configuration as defined by documents : "Technical Dossier Matrice 3D/3TD (geofencing)" is compliant with the EASA MOC Light-UAS.2511-01, issue 1 of 05.05.2022 when operated with the following UAS models (*) :

UAS Manufacturer	UAS Model
DJI	Matrice 3D
DJI	Matrice 3TD

(*) *The UAS model should uniquely identify the UAS HW and SW configuration.*

I moreover declare that the design requirements of the MoC have been reviewed and that the prescribed tests have been executed, and as a result the system has been found fully compliant with:

- the dispositions of chapter 2.1 of the MoC, with particular reference to FTS segregation and availability of means for the remote pilot to detect if the FTS is not available;
- segregation of the air segment of the FTS as per chapter 2.1.1 of the MoC;
- segregation of the ground segment of the FTS as per chapter 2.1.2 of the MoC (where applicable);
- frequency and frequency diversity as per chapter 2.1.3 of the MoC^[2];
- bench tests, ground integration tests, flight tests and end-to-end activation tests as prescribed by chapters 2.2.1, 2.2.2, 2.2.3, 2.2.4.
- the development of a flight manual and maintenance instructions for the kit in accordance with chapters 2.3^[3], 2.4 and 2.5 of the MoC, that they are made available to UAS operators according to the applicable contractual agreement and that they include all what required in the applicable chapters of the MoC;
- The operational limitations of the FTS have been defined and provided to UAS operators. These includes, as an example, and may not be limited to the following:
 - maximum operational distance of the UAS from the antenna transmitting the command of flight termination;
 - frequencies to be used by the FTS;



- weather restrictions;
- presence of high intensity RF emitters;
- presence of obstacles which may obscure the radio LOS.

Evidences:

The following supporting documents have been developed in accordance with the relevant chapters of the MoC, and will be made available in the case they will be requested by the competent authority for oversight purposes:

Document description [relevant section of the MoC, where applicable]	Document name (including chapter/subchapter)	Document version
High level description of the FTS architecture [2.1]	Technical Dossier Matrice 3D/3TD (geofencing), page 5 et 10	Version of February, 13th 2025
High level description of the FTS installation [2.1]	Technical Dossier Matrice 3D/3TD (geofencing), page 11 à 12	Version of February, 13th 2025
Assessment of the segregation of the air segment [2.1.1]	Technical Dossier Matrice 3D/3TD (geofencing), page 5, 10 et 13	Version of February, 13th 2025
Assessment of the segregation of the ground segment (where applicable) [2.1.2]	Technical Dossier Matrice 3D/3TD (geofencing), page 5, 10 et 13	Version of February, 13th 2025
Assessment of the frequency and frequency diversity [2.1.3]	Technical Dossier Matrice 3D/3TD (geofencing), page 5, 10 et 13	Version of February, 13th 2025
Test Procedures [2.2]	Procédure de tests MoC2511	V1.2
Test results and evidences (e.g. videos/photos or test reports) [2.2]	Rapport de tests	
Hardware and Software configuration of the FTS		FTS Software : V1.34 FTS Hardware : V1.00 Drone : 13.00.07.02
Flight Manual [2.3]	Manuel Flysafe - DJI Matrice 3D et 3TD	V2.4
Maintenance instructions [2.4]	Manuel Flysafe - DJI Matrice 3D et 3TD, page 25	V2.4

Further evidences may be requested by the competent authority for oversight purposes.

^[3] Please note that also pre-flight check procedures should be included.



Additional information

I declare that the following information correspond to the product referred to in this declaration:

- Number of end-to-end activation tests:

UAS Model	No. of tests
M3D	750
M3TD	750

- The FTS activation is performed:

- Manually;
- Automatically;
- Both manually and automatically.

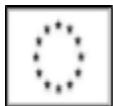
- The FTS is:

- Not integrated with means to reduce impact dynamics;
- Integrated with means to reduce impact dynamics, for which:
 - I have declared compliance with EASA MoC 2512;
 - I have not declared compliance with EASA MoC 2512;
 - I have a design verification report issued by EASA.

- The FTS is:

- Built-in the UAS – I declare that I am the manufacturer of the UAS;
- a separate kit to be integrated with the UAS, and I declare that no modification to the UAS design is required to install the kit.

Please note that several product harmonisation legislations may apply to your product when placed or made available on the EU market. For instance the [Radio Equipment Directive 2014/53/EU](#), [Low Voltage Directive 2014/35/EU](#), [Electromagnetic Compatibility Directive 2014/30/EU](#), [Regulation 2023/1230/EU - machinery | Safety and health at work EU-OSHA \(europa.eu\)](#), [RoHS Directive 2011/65/EU](#), etc. It is your responsibility to identify applicable legislations and requirements. Once conformity to all applicable requirements has been demonstrated, manufacturers shall draw up an EU declaration of conformity and affix the CE marking on their product.





European Union Aviation Safety Agency

Means of Compliance with Light-UAS.2511 "Enhanced Containment"

Compliance Checklist for declaration

07/08/2025

Biot 06410

The accountable manager of Flying Eye



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