


This certificate has to be carried on board!

EC DECLARATION OF CONFORMITY

We: **Weatherdock AG**,
Emmericher Str. 17, D-90411 Nürnberg

declare under our sole responsibility that the products are manufactured conform to the following table:

Name and Type	easyRESCUE-PRO (A040-PRO)	
Product	MOB-Device (Man-over-board transponder), DSC-Class M with AIS, GNSS	
EC Certificate of Conformity	24-111752-24-123793	
EU Council Directive	Directive 2014/53/EU RED	
Testing standards	<ul style="list-style-type: none">• IEC 60945 (2002) incl. IEC 60945 Corr. 1 (2008)• IEC 61097-14 (2010)• IEC 61108-Ed. 2.0 (2003-07)• EN 301025 V2.2.1• EN 303132 v2.1.0:2022• IEC 63269 Ed. 1.0:2022	
Name, Address of manufacturer	Weatherdock AG, Emmericher Straße 17, D-90411 Nürnberg	
Notified Body	PHOENIX TESTLAB Königswinkel 10 D-32825 Blomberg, Germany	
EU Identification Number	0700	
Marking on device label		

Usage:

The intended usage of the easyRESCUE is to provide Search and Rescue locating information for on-screen Search and Rescue in maritime distress situations.

Technical Construction File:

The technical construction file for this product is held by Weatherdock AG

On behalf of Weatherdock AG



Alfred Kotoucsek-Zeise, CEO
Nov. 29th, 2024



Jürgen Zimmermann, CTO
Nov. 29th, 2024

Annex 1 : Carriage on Aircrafts

The easyRESCUE (AIS-SART) can be carried on aircraft according to the German regulation "Verordnung zur Regelung des Betriebs von nicht als Luftfahrtgerät zugelassenen elektronischen Geräten in Luftfahrzeugen (LuftEBV)" nach § 27 Abs. 3 des Luftverkehrsgesetzes vom 10.Mai 2007 (BGBl. I S. 698).

Explanatory Statement:

According to section 2 of LuftEBV the easyRESCUE (AIS-SART) is not an electronic device in the sense of this regulation, because the device, which is fitted on a life vest or carried at a person as a Search-and-Rescue-Transmitter, is not activated and therefore in non-operating state. The easyRESCUE (AIS-SART) is also not in a state, which allows an internal continued operation (e.g. silent or stand-by). The electronic circuits are disconnected from the power supply (battery) when deactivated.

An inadvertent activation of the transmitter in the sense of this regulation is prevented when the device is carried in a life vest or at a person by the requirement of the IMO Resolution MSC.246(83) Annex 18 section 2.2.1 : [*"The AIS-SART should: be fitted with means to prevent inadvertent activation; "*].

Annex 2: Equipment in lifejackets

According to the IMO resolutions the usage von AIS-SART transmitters for others lifesaving equipment, than life rafts and life boats is not excluded, thus the usage, under full provision of the valid standards, as shown in the table before, is authorized and permitted.

On behalf of Weatherdock AG



Alfred Kotoucsek-Zeise, CEO
Dec 11th, 2018



Jürgen Zimmermann, CTO
Dec 11th, 2018