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EXCELLENCE IN RADIO TECHNOLOGIES
Safety • Navigation • Tracking

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, easyRESCUE-A and easyRESCUE-PRO, easyRESCUE-PRO³ - (AIS S.A.R.T.); Type Number: A040, A049, A040-BW, A040-BW-COM, A040-PRO, A04003	
MarED Product Database Number	Navigation equipment, MED/4.55, AIS SART equipment	
EU Council Directive	Marine Equipment Directive 2014/90/EU, Implementing Act 2022/1157	
Regulation SOLAS 74 as amended where "type-approval" is required	<ul style="list-style-type: none">• SOLAS 74 Reg. III/4• SOLAS 74 Reg. IV/14	
Applicable regulations of SOLAS 74, as amended, and the relevant resolutions and circulars of the IMO	<ul style="list-style-type: none">• SOLAS 74 Reg. III/6• SOLAS 74 Reg. IV/7• IMO Res.MSC.246(83)	<ul style="list-style-type: none">• IMO Res.MSC.256(84)• ITU-R M. 1371-5 (2014)
Testing standards	<ul style="list-style-type: none">• EN 60945 (2002) incl. IEC 60945 Corr. 1 (2008)• EN 61097-14:2010• EN 301025-2,-3: V1.5.1 (easyRESCUE-PRO only)• RTCM 11901.1 compliant (easyRESCUE-PRO³ only)	
Name, Address of manufacturer	Weatherdock AG, Emmericher Straße 17, D-90411 Nürnberg	
Notified Body for Module B + D	Module B: Phoenix TestLab, 0700 Module D: Phoenix TestLab, 0700	
Marking on device label	 0700 23	
Additional standards or certifications	<ul style="list-style-type: none">• IEC 61108-1(2003)• USCG	<ul style="list-style-type: none">• FCC• ATEX II 3G IIB T6
Nr. of Module B and D certificates	<ul style="list-style-type: none">• Module B : PTL-MED-B-20-110636• Module D : PTL-MED-D-20-110636	

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. The easyRESCUE is intended to meet specifically the SOLAS carriage requirement for a Search and Rescue locating device in which respect it is equivalent of the conventional 9GHz Search and Rescue Transponder, or SART.

Technical Construction File:

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

Alfred Kotoucsek-Zeise, CEO
Dec. 6th, 2022

Jürgen Zimmermann, CTO
Dec. 6th, 2022

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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 Lufverkehrsgesetzes 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

A handwritten signature in blue ink, appearing to read 'A. Kotouczek-Zeise', written over a horizontal dashed line.

Alfred Kotouczek-Zeise, CEO
Dec 11th, 2018

A handwritten signature in blue ink, appearing to read 'J. Zimmermann', written over a horizontal dashed line.

Jürgen Zimmermann, CTO
Dec 11th, 2018