

MOC 2511 COMPLIANCE

EASA has published a consultation document on Means of Compliance (MoC) for light UAS.2511 focusing on the adoption of an FTS (Flight Termination System), defined as an emergency measure (not a contingency measure). This MoC is intended for declaration to the competent authority issuing the operational authorisation. Will come into effect from 1 January 2023.



« A flight termination system (FTS) is a system which upon its triggering terminates the flight. By its nature this is an emergency measure, not a contingency measure. Its scope is to ensure that an UAS out of control will not breach into adjacent areas with undefined trajectory but, instead and preferably, is terminated, and its crash / debris areas will be strictly kept within the ground risk buffer. »

FINAL MEANS OF COMPLIANCE WITH LIGHT-UAS.2511 MOC 

[Click here to read the full EASA text](#)



THE MOC IS ESSENTIAL TO ACHIEVE A SORA

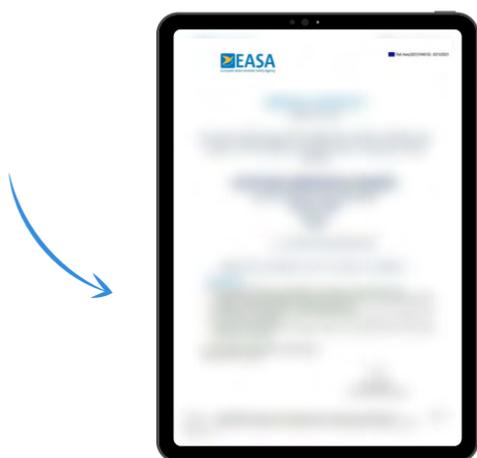
The Special Operations Risk Assessment (SORA) is a document issued by EASA (European Aviation Safety Agency) that allows a company to conduct Special Category Operations. These operations are flight activities that are out of the ordinary and are considered to present an increased safety risk compared to regular flight operations.

Operations in populated areas

Surveillance & inspection

Transport of high-risk persons or goods

Fire-fighting



In order to obtain a SORA, a company must demonstrate that it has adequate risk and safety management measures in place (like a FTS system) for its special operations and that it is able to comply with the applicable aviation safety regulatory requirements. The SORA is valid for a fixed period and may be renewed or amended by EASA depending on the evolution of the company's operations.



MOC 2511, SORA & STEP 9

Step 9 of the SORA addresses the risk of loss of control of the aircraft and flight into adjacent areas where the risk to third parties (ground or air) may be higher. If the aircraft is not adequately designed, there may be probable reasons that could lead to an exit from the area of operation. The operator should consider the criteria for adjacent areas and determine the level of containment (standard or enhanced) for the aircraft in question. For any enhanced containment system, the operator must :



« declare compliance with the provisions of the document "Means of compliance with Light UAS.2511 - Enhanced containment", or provide evidence of such compliance (technical description, test reports, etc.) when applying for a permit. »

FINAL MEANS OF COMPLIANCE WITH LIGHT-UAS.2511 MOC 

Dronavia is proud to be

THE FIRST MANUFACTURER TO PROVIDE AN EASA MOC LIGHT-UAS.2511.01 COMPLIANT SYSTEM

an essential compliance in the development of the SORA.

ZÉPHYR CC M300

AUTONOMOUS FTS SYSTEM FOR **dji** MATRICE 300

MOC 25-11  

- Weight **160 G**
- Radio range **3000 m**
- Battery **30 H**
- Installation **2 MIN**

Complies with the MOC of 

Dronavia will provide with each system sold, a certificate of compliance MOC 2511.



 Video tutorial available



ZÉPHYR CC M30

AUTONOMOUS FTS SYSTEM FOR **dji** MATRICE 30

MOC 25-11  

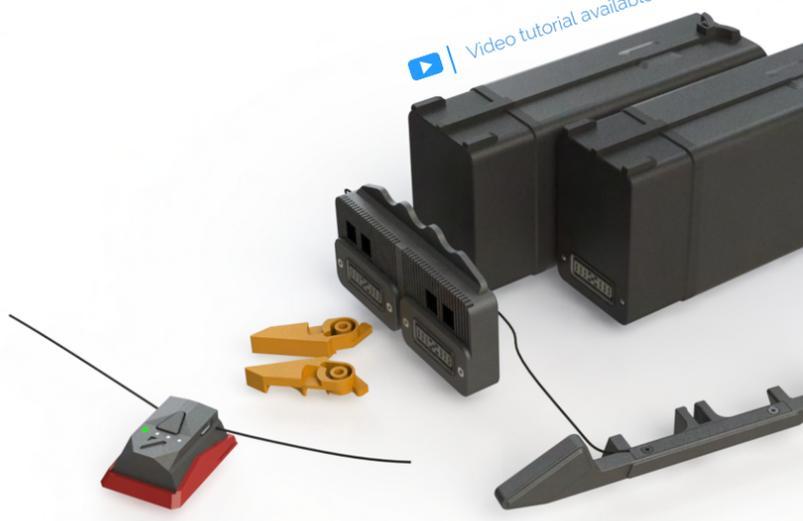
- Weight **70 G**
- Radio range **3000 m**
- Battery **30 H**
- Installation **2 MIN**

Complies with the MOC of 

Dronavia will provide with each system sold, a certificate of compliance MOC 2511.



 Video tutorial available



GET YOUR SORA EASILY FLY SAFELY



Dronavia facilitates SORA approval through our compliance with MOC2511 and our commitment to aviation safety. Companies and/or remote pilots can be confident that they have the best risk management and safety measures in place for their special operations. Here is a short summary of our tests to achieve this certification.

+ 1000

ENGINE SHUTDOWN TESTS

5 km

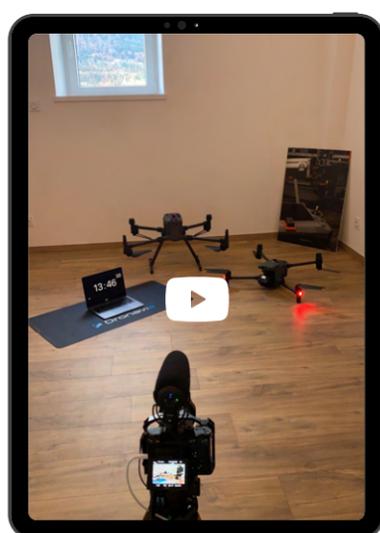
THE MOST DISTANT SUCCESSFUL FTS TEST

+ 5 H

NON-STOP TESTING



Dronavia Channel



DRONAVIA PROVIDES COMPLIANCE DOCUMENTS

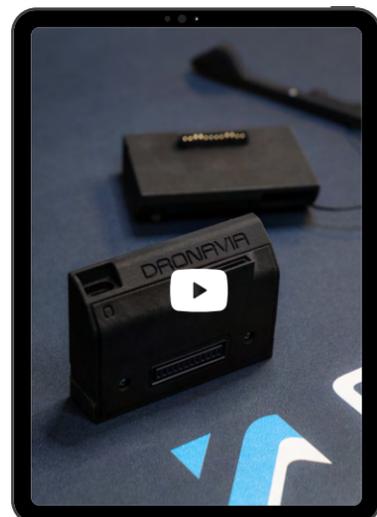
We can also provide the authorities in your country with our test reports.



Dronavia Channel

AND PRODUCT INSTALLATION TUTORIALS

Dronavia provides its customers with exclusive videos of the assembly and disassembly of our systems, in order to simplify handling by professional drone pilots. They also have access to a user and installation manual.



FURTHER REDUCE THE RISKS WITH OUR PARACHUTE

Step 2 of the SORA is used to determine the GRC (Ground Risk Class) while Step 3 is used to reduce it (reduce the number of points obtained in Step 2). In other words, once the GRC (Ground Risk Class) has been determined, mitigation measures can be put in place to reduce this level of risk (reducing the final number of points obtained in step 2 of the SORA). The mitigation measures are divided into three stages, of which M2 :



M2 - Reducing the effects of an impact: this step aims to minimise the consequences of an accident if it occurs. For example, by using containment devices to protect people and property on the ground or by implementing evacuation plans in the event of an accident.

FINAL MEANS OF COMPLIANCE WITH LIGHT-UAS.2511 MOC



Zephyr M30 Dual

Weight
430 G

Radio range
1500 M

Battery
5 H

Installation
2 MIN



[Watch our video presentation](#)



Zephyr M300 Dual

Weight
760 G

Radio range
1500 M

Battery
5 H

Installation
2 MIN



[Watch our video presentation](#)

CONTACT US

WE ARE HERE TO ANSWER ANY QUESTIONS YOU OR YOUR CUSTOMERS MAY HAVE. DON'T HESITATE TO CONTACT US



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