

UAS compliance built on certification experience

Launch compliant drones faster while avoiding unnecessary testing, redesigns and certification delays.

WRITTEN FOR Drone manufacturers · Importers

- 01 **UAS Regulatory Roadmap**
 - 02 **Pre-Test Design Review**
 - 03 **Support & Compliance Execution**
 - 04 **Specific Category Advisory**
-

01

UAS Regulatory Roadmap

The compliance map before the first lab booking

THE PROBLEM IT SOLVES

Manufacturers commit testing budget before knowing what actually applies to their product. The cost of compliance depends largely on how the process is structured, not on the product itself.

WHAT IT INVOLVES

Determination of whether Regulation 2019/945 applies, identification of the most appropriate class given the intended operational environment, and a walk-through of every applicable requirement down to the individual technical specification level. Everything that can be self-declared without a third party reduces the testing budget, so that optimisation is built into the plan from the start.

What you get

DELIVERABLES

- All applicable regulations identified, not only Regulation 2019/945
- Determination of the correct class and the appropriate conformity assessment procedure
- A structured test plan covering every applicable requirement
- Identification of the evidence that can be produced without third-party testing
- Where applicable, Notified Body options and the real scope of the EU-type examination
- A selection of laboratories and Notified Bodies, including contact details or formal introduction, sorted by proximity, cost, lead time and trust

WHEN TO ENGAGE

Before booking any testing, and ideally before design freeze.

SCOPE NOTE UK class marking can be coordinated in parallel, reusing the technical work carried out for EU conformity.

02

Pre-Test Design Review

Catch the gaps before the laboratory does

THE PROBLEM IT SOLVES

Most non-conformities found during EU-type examination or laboratory testing could have been identified weeks earlier from the design documentation. A failed test is a delay of weeks, additional laboratory cost, and in some cases a design change that cascades across documentation already issued.

WHAT IT INVOLVES

Structured review of the drone's design against the applicable requirements of Regulation 2019/945 and the EN 4709 series, before the test campaign begins. The review works from the design documentation, so issues surface while they still cost a fraction of what the same issues cost once the product is in the laboratory.

What you get

DELIVERABLES

- A formal gap report with specific corrective actions and their priority
- Ambiguities in the technical documentation identified before assessment
- Design characteristics likely to cause a test failure or a non-conformity finding, flagged in advance

WHEN TO ENGAGE

Once the design is stable, and before booking a test campaign or submitting the file to the Notified Body.

03

Support & Compliance Execution

Expert presence throughout the EN 4709 test campaign

THE PROBLEM IT SOLVES

For classes where self-declaration is available, engaging an accredited laboratory or a Notified Body is not an obligation. Doing so raises the cost of conformity and lengthens the process.

WHAT IT INVOLVES

Based on the regulatory roadmap, the campaign is structured into two tracks: requirements with direct participation in test execution at the manufacturer's facilities, and requirements where laboratory involvement is genuinely necessary.

TRACK A

Tests executed alongside the manufacturer's team, on their premises, against the applicable EN 4709 specification.

TRACK B

Tests where laboratory involvement is required: selection, coordination and follow-up.

What you get

DELIVERABLES

- Test protocols designed against the applicable EN 4709 standards
- Technical direction of the measurement process and validation of results against the applicable requirements
- Technical evidence structured to support a defensible self-declaration
- Laboratory selection, product preparation and documentation ready for submission
- A single technical point of contact throughout the campaign
- Coordination with the Notified Body, including resolution of queries and non-conformities raised during assessment
- A complete, auditable test record and a technical file ready for the Declaration of Conformity

WHEN TO ENGAGE

Once the test plan is defined, before the first measurement.

SCOPE NOTE Conformity with the EN 4709 harmonised standards also produces documented technical evidence that supports operational authorisation applications in the specific category.

04

Specific Category Advisory

Technical support for PDRA, SORA and the Design Verification Report

THE PROBLEM IT SOLVES

Manufacturers developing UAS for commercial operation beyond the open category face a problem that sits in product design and in operational approval at the same time. The technical documentation is rarely prepared to carry it.

WHAT IT INVOLVES

The design-related operational safety objectives (OSOs) defined by the SORA methodology must be supported by evidence that links the product's design characteristics to the claimed level of robustness. That evidence is built from the engineering documentation, from the regulatory analysis of the intended operation through to the authorisation process itself.

What you get

DELIVERABLES

- Regulatory analysis of the intended operation
- Identification of the applicable pathway: PDRA or full SORA
- Technical support for the preparation of design-related OSO evidence
- Advisory throughout the operational authorisation process with the competent national authority
- Design Verification Report (DVR) support for SAIL IV operations

WHEN TO ENGAGE

During the design phase, not once the operator has already filed the application.

How this compares with the alternatives

TESTING LABORATORIES

They perform the measurements, and their role ends there. They are not there to optimise the manufacturer's overall strategy, and design issues that could cause a test failure rarely surface before the campaign begins.

NOTIFIED BODIES

They evaluate conformity, they do not advise. A Notified Body cannot guide a manufacturer on how to meet a requirement. The boundary exists for good reason, and it leaves a gap.

GENERALIST CONSULTANCIES

They cover broad product categories but rarely hold UAS-specific depth. Drone compliance has its own class system, its own harmonised standards and operational context.

The manufacturer needs someone who knows the regulation, the evaluation process and the laboratory landscape well enough to build the strategy before the first test booking.

Where each service fits

CONCEPT & EARLY DESIGN	01 UAS Regulatory Roadmap	Before booking any testing, and ideally before design freeze.
DESIGN STABLE, NOT YET TESTED	02 Pre-Test Design Review	Before booking a test campaign or submitting the file to the Notified Body.
TEST PLAN DEFINED	03 Support & Compliance Execution	Before the first measurement.
BEYOND THE OPEN CATEGORY	04 Specific Category Advisory	During the design phase, not once the application has been filed.

START HERE

Every UAS compliance project starts from a different position. Tell me where yours is and I will tell you what it needs.

Request a strategic call

hello@duasce.eu

www.duasce.eu