U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

July 6, 2015

Exemption No. 11979
Regulatory Docket No. FAA–2015–1456

Mr. David Paul Hilton
Flight Guardian, LLC
3535 Peachtree Road
Suite 520-425
Atlanta, GA 30326

Dear Mr. Hilton:

This letter is to inform you that we have granted your request for exemption. It transmits our decision, explains its basis, and gives you the conditions and limitations of the exemption, including the date it ends.

By letter dated April 21, 2015, you petitioned the Federal Aviation Administration (FAA) on behalf of Flight Guardian, LLC (hereinafter petitioner or operator) for an exemption. The petitioner requested to operate an unmanned aircraft system (UAS) to conduct closed-set filming of motion pictures, music videos, web videos, corporate videos, television programs and commercials, and still photography.

See Appendix A for the petition submitted to the FAA describing the proposed operations and the regulations that the petitioner seeks an exemption.

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested exemption would not set a precedent, and any delay in acting on this petition would be detrimental to the petitioner.

Airworthiness Certification

The UAS proposed by the petitioner is a DJI Phantom 2.

In accordance with the statutory criteria provided in Section 333 of Public Law 112−95 in reference to 49 U.S.C. § 44704, and in consideration of the size, weight, speed, and limited operating area associated with the aircraft and its operation, the Secretary of Transportation has determined that this aircraft meets the conditions of Section 333. Therefore, the FAA finds that relief from 14 CFR part 21, *Certification procedures for products and parts, Subpart H—Airworthiness Certificates*, and any associated noise certification and testing requirements of part 36, is not necessary.

The Basis for Our Decision

You have requested to use a UAS for aerial data collection[1] and closed set motion picture and filming. The FAA has issued grants of exemption in circumstances similar in all material respects to those presented in your petition. In Grants of Exemption Nos. 11062 to Astraeus Aerial (*see* Docket No. FAA−2014−0352), 11109 to Clayco, Inc. (*see* Docket No. FAA−2014−0507), 11112 to VDOS Global, LLC (*see* Docket No. FAA−2014−0382), and 11213 to Aeryon Labs, Inc. (*see* Docket No. FAA−2014−0642), the FAA found that the enhanced safety achieved using an unmanned aircraft (UA) with the specifications described by the petitioner and carrying no passengers or crew, rather than a manned aircraft of significantly greater proportions, carrying crew in addition to flammable fuel, gives the FAA good cause to find that the UAS operation enabled by this exemption is in the public interest.

Having reviewed your reasons for requesting an exemption, I find that—

- They are similar in all material respects to relief previously requested in Grant of Exemption Nos. 11062, 11109, 11112, and 11213;
- The reasons stated by the FAA for granting Exemption Nos. 11062, 11109, 11112, and 11213 also apply to the situation you present; and
- A grant of exemption is in the public interest.

Our Decision

In consideration of the foregoing, I find that a grant of exemption is in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. 106(f), 40113, and 44701, delegated to me by the Administrator, Flight Guardian, LLC is granted an exemption from 14 CFR §§ 61.23(a) and (c), 61.101(e)(4) and (5), 61.113(a), 61.315(a), 91.7(a), 91.119(c), 91.121, 91.151(a)(1), 91.405(a), 91.407(a)(1), 91.409(a)(1) and (2), and 91.417(a) and (b), to the extent necessary to allow the petitioner to operate a UAS to perform aerial data collection and closed set motion picture and filming. This exemption is subject to the conditions and limitations listed below.

[1] Aerial data collection includes any remote sensing and measuring by an instrument(s) aboard the UA. Examples include imagery (photography, video, infrared, etc.), electronic measurement (precision surveying, RF analysis, etc.), chemical measurement (particulate measurement, etc.), or any other gathering of data by instruments aboard the UA.

Conditions and Limitations

In this grant of exemption, Flight Guardian, LLC is hereafter referred to as the operator.

Failure to comply with any of the conditions and limitations of this grant of exemption will be grounds for the immediate suspension or rescission of this exemption.

1. Operations authorized by this grant of exemption are limited to the DJI Phantom 2 when weighing less than 55 pounds including payload. Proposed operations of any other aircraft will require a new petition or a petition to amend this exemption.

2. Operations for the purpose of closed-set motion picture and television filming are permitted.

3. The UA may not be operated at a speed exceeding 87 knots (100 miles per hour). The exemption holder may use either groundspeed or calibrated airspeed to determine compliance with the 87 knot speed restriction. In no case will the UA be operated at airspeeds greater than the maximum UA operating airspeed recommended by the aircraft manufacturer.

4. The UA must be operated at an altitude of no more than 400 feet above ground level (AGL). Altitude must be reported in feet AGL.

5. The UA must be operated within visual line of sight (VLOS) of the PIC at all times. This requires the PIC to be able to use human vision unaided by any device other than corrective lenses, as specified on the PIC's FAA-issued airman medical certificate or U.S. driver's license.

6. All operations must utilize a visual observer (VO). The UA must be operated within the visual line of sight (VLOS) of the PIC and VO at all times. The VO may be used to satisfy the VLOS requirement as long as the PIC always maintains VLOS capability. The VO and PIC must be able to communicate verbally at all times; electronic messaging or texting is not permitted during flight operations. The PIC must be designated before the flight and cannot transfer his or her designation for the duration of the flight. The PIC must ensure that the VO can perform the duties required of the VO.

7. This exemption and all documents needed to operate the UAS and conduct its operations in accordance with the conditions and limitations stated in this grant of exemption, are hereinafter referred to as the operating documents. The operating documents must be accessible during UAS operations and made available to the Administrator upon request. If a discrepancy exists between the conditions and limitations in this exemption and the procedures outlined in the operating documents,

the conditions and limitations herein take precedence and must be followed. Otherwise, the operator must follow the procedures as outlined in its operating documents. The operator may update or revise its operating documents. It is the operator's responsibility to track such revisions and present updated and revised documents to the Administrator or any law enforcement official upon request. The operator must also present updated and revised documents if it petitions for extension or amendment to this grant of exemption. If the operator determines that any update or revision would affect the basis upon which the FAA granted this exemption, then the operator must petition for an amendment to its grant of exemption. The FAA's UAS Integration Office (AFS−80) may be contacted if questions arise regarding updates or revisions to the operating documents.

8. Any UAS that has undergone maintenance or alterations that affect the UAS operation or flight characteristics, e.g., replacement of a flight critical component, must undergo a functional test flight prior to conducting further operations under this exemption. Functional test flights may only be conducted by a PIC with a VO and must remain at least 500 feet from other people. The functional test flight must be conducted in such a manner so as to not pose an undue hazard to persons and property.

9. The operator is responsible for maintaining and inspecting the UAS to ensure that it is in a condition for safe operation.

10. Prior to each flight, the PIC must conduct a pre-flight inspection and determine the UAS is in a condition for safe flight. The pre-flight inspection must account for all potential discrepancies, e.g., inoperable components, items, or equipment. If the inspection reveals a condition that affects the safe operation of the UAS, the aircraft is prohibited from operating until the necessary maintenance has been performed and the UAS is found to be in a condition for safe flight.

11. The operator must follow the UAS manufacturer's maintenance, overhaul, replacement, inspection, and life limit requirements for the aircraft and aircraft components.

12. Each UAS operated under this exemption must comply with all manufacturer safety bulletins.

13. Under this grant of exemption, a PIC must hold either an airline transport, commercial, private, recreational, or sport pilot certificate. The PIC must also hold a current FAA airman medical certificate or a valid U.S. driver's license issued by a state, the District of Columbia, Puerto Rico, a territory, a possession, or the Federal government. The PIC must also meet the flight review requirements specified in 14 CFR § 61.56 in an aircraft in which the PIC is rated on his or her pilot certificate.

14. The operator may not permit any PIC to operate unless the PIC demonstrates the ability to safely operate the UAS in a manner consistent with how the UAS will be operated under this exemption, including evasive and emergency maneuvers and maintaining appropriate distances from persons, vessels, vehicles and structures. PIC qualification flight hours and currency must be logged in a manner consistent with 14 CFR § 61.51(b). Flights for the purposes of training the operator's PICs and VOs (training, proficiency, and experience-building) and determining the PIC's ability to safely operate the UAS in a manner consistent with how the UAS will be operated under this exemption are permitted under the terms of this exemption. However, training operations may only be conducted during dedicated training sessions. During training, proficiency, and experience-building flights, all persons not essential for flight operations are considered nonparticipants, and the PIC must operate the UA with appropriate distance from nonparticipants in accordance with 14 CFR § 91.119.

15. UAS operations may not be conducted during night, as defined in 14 CFR § 1.1. All operations must be conducted under visual meteorological conditions (VMC). Flights under special visual flight rules (SVFR) are not authorized.

16. The UA may not operate within 5 nautical miles of an airport reference point (ARP) as denoted in the current FAA Airport/Facility Directory (AFD) or for airports not denoted with an ARP, the center of the airport symbol as denoted on the current FAA-published aeronautical chart, unless a letter of agreement with that airport's management is obtained or otherwise permitted by a COA issued to the exemption holder. The letter of agreement with the airport management must be made available to the Administrator or any law enforcement official upon request.

17. The UA may not be operated less than 500 feet below or less than 2,000 feet horizontally from a cloud or when visibility is less than 3 statute miles from the PIC.

18. If the UAS loses communications or loses its GPS signal, the UA must return to a pre-determined location within the private or controlled-access property.

19. The PIC must abort the flight in the event of unpredicted obstacles or emergencies.

20. The PIC is prohibited from beginning a flight unless (considering wind and forecast weather conditions) there is enough available power for the UA to conduct the intended operation and to operate after that for at least five minutes or with the reserve power recommended by the manufacturer if greater.

21. Air Traffic Organization (ATO) Certificate of Waiver or Authorization (COA). All operations shall be conducted in accordance with an ATO-issued COA. The exemption holder may apply for a new or amended COA if it intends to conduct operations that cannot be conducted under the terms of the attached COA.

22. All aircraft operated in accordance with this exemption must be identified by serial number, registered in accordance with 14 CFR part 47, and have identification (N−Number) markings in accordance with 14 CFR part 45, Subpart C. Markings must be as large as practicable.

23. Documents used by the operator to ensure the safe operation and flight of the UAS and any documents required under 14 CFR §§ 91.9 and 91.203 must be available to the PIC at the Ground Control Station of the UAS any time the aircraft is operating. These documents must be made available to the Administrator or any law enforcement official upon request.

24. The UA must remain clear and give way to all manned aviation operations and activities at all times.

25. The UAS may not be operated by the PIC from any moving device or vehicle.

26. All Flight operations must be conducted at least 500 feet from all nonparticipating persons, vessels, vehicles, and structures unless:
    a. Barriers or structures are present that sufficiently protect nonparticipating persons from the UA and/or debris in the event of an accident. The operator must ensure that nonparticipating persons remain under such protection. If a situation arises where nonparticipating persons leave such protection and are within 500 feet of the UA, flight operations must cease immediately in a manner ensuring the safety of nonparticipating persons; and
    b. The owner/controller of any vessels, vehicles or structures has granted permission for operating closer to those objects and the PIC has made a safety assessment of the risk of operating closer to those objects and determined that it does not present an undue hazard.

    The PIC, VO, operator trainees or essential persons are not considered nonparticipating persons under this exemption.

27. All operations shall be conducted over private or controlled-access property with permission from the property owner/controller or authorized representative. Permission from property owner/controller or authorized representative will be obtained for each flight to be conducted.

28. Any incident, accident, or flight operation that transgresses the lateral or vertical boundaries of the operational area as defined by the applicable COA must be reported to the FAA's UAS Integration Office (AFS−80) within 24 hours. Accidents must be reported to the National Transportation Safety Board (NTSB) per instructions contained on the NTSB Web site: www.ntsb.gov.

If this exemption permits operations for the purpose of closed-set motion picture and television filming and production, the following additional conditions and limitations apply.

29. The operator must have a motion picture and television operations manual (MPTOM) as documented in this grant of exemption.

30. At least 3 days before aerial filming, the operator of the UAS affected by this exemption must submit a written Plan of Activities to the local Flight Standards District Office (FSDO) with jurisdiction over the area of proposed filming. The 3-day notification may be waived with the concurrence of the FSDO. The plan of activities must include at least the following:
    a. Dates and times for all flights;
    b. Name and phone number of the operator for the UAS aerial filming conducted under this grant of exemption;
    c. Name and phone number of the person responsible for the on-scene operation of the UAS;
    d. Make, model, and serial or N−Number of UAS to be used;
    e. Name and certificate number of UAS PICs involved in the aerial filming;
    f. A statement that the operator has obtained permission from property owners and/or local officials to conduct the filming production event; the list of those who gave permission must be made available to the inspector upon request;
    g. Signature of exemption holder or representative; and
    h. A description of the flight activity, including maps or diagrams of any area, city, town, county, and/or state over which filming will be conducted and the altitudes essential to accomplish the operation.

31. Flight operations may be conducted closer than 500 feet from participating persons consenting to be involved and necessary for the filming production, as specified in the exemption holder's MPTOM.

Unless otherwise specified in this grant of exemption, the UAS, the UAS PIC, and the UAS operations must comply with all applicable parts of 14 CFR including, but not limited to, parts 45, 47, 61, and 91.

This exemption terminates on July 31, 2017, unless sooner superseded or rescinded.

Sincerely,

/s/
John S. Duncan
Director, Flight Standards Service

Enclosures

April 21, 2015

U.S. Department of Transportation
Docket Management System
1200 New Jersey Ave., SE
Washington, DC 20590

FLIGHT GUARDIAN, LLC'S PETITION FOR EXEMPTION TO OPERATE UNMANNED AIRCRAFT SYSTEMS PURSUANT TO SECTION 333 OF THE FAA MODERNIZATION AND REFORM ACT OF 2012

Proposed Use:	Closed-Set Filming In The Motion Picture And Televisions Industries
Proposed Aircraft:	DJI Phantom 2
Petitioner's Name and Address:	**FLIGHT GUARDIAN, LLC** Attention: David Paul Hilton 3535 Peachtree Road Suite 520-425 Atlanta, Georgia 30326 Phone: 404.229.3043 Email: david.hilton@flightguardian.com

I. Summary.

Pursuant to Section 333(a) through (c) ("Section 333") of the FAA Modernization and Reform Act of 2012 ("Reform Act")[1] and the Federal Aviation Administrations' ("FAA") general exemption authority under 49 U.S.C. §44701(f), Flight Guardian, LLC ("Petitioner") petitions for exemption from 14 Code of Federal Regulations ("CFR") sections: 61.113(a) & (b), 61.133(a), 91.7(a), 91.9 (b)(2), 91.103(b)(1), 91.119 (c), 91.121, 91.151, 91.203(a) & (b), 91.405(a), 91.407(a)(1), 91.409(a)(2), 91.417(a) & (b). The proposed exemptions, if granted, would allow Petitioner to operate small unmanned aircraft systems ("UAS") weighing 55 pounds or less for the purpose of closed-set filming of motion pictures, music videos, web videos, corporate videos, television programs and commercials, and still photography. Additionally the collection of agriculture and conservation supporting scientific data in FAA approved COE's.

Based on the small size of Petitioner's UAS, the qualifications and experience of Petitioner's UAS operators, and the restricted, sterile environment within which Petitioner will operate, the requested exemptions fall squarely within the zone of safety envisioned by Congress and set forth in Section 333. Additionally, the enhanced safety achieved by replacing significantly larger manned aircraft carrying crew and flammable fuel with small UAS carrying no passengers or crew and operated under the specific guidelines and procedures proposed by Petitioner gives the FAA good cause to find that the UAS operations enabled by this petition are in the public interest. Moreover, the requested exemptions are similar in all material aspects to the requests for which exemptions have been previously granted, *e.g.,* Exemption Nos. 11289, 11062, 11109, 11112, and 11213. Thus, the requested exemptions should be granted.

II. Identity of Petitioner.

Flight Guardian is a Georgia limited liability company presently managed by a seasoned business owner familiar with federally regulated operations, a veteran law-enforcement professional experienced in the process for obtaining emergency COAs, and a commercial pilot.

III. Statutory Authority for Exemptions.

The Administrator of the Federal Aviation Administration ("FAA") possesses both general and specific authority to grant the requested exemption.

First, the FAA Administrator may exempt an operator from FAA safety regulations and minimum standards when the Administrator concludes that the exemption is in the public interest. *See* 49 U.S.C. §§ 106(f), 40113, 44701(±) (permitting exemptions from§§ 44701(a), (b) and§§ 44702-44716, et seq.). A party requesting an exemption must explain

[1] Pub. L. 112-95 (2012), 126 Stat. 11 (2012).

why the exemption: (1) would benefit the public as a whole, and (2) would not adversely affect safety (or how it would provide a level of safety at least equal to the existing rules). *See* 14 C.F.R. § 11.81 (petitions for exemption).

Second, Section 333 of the Reform Act specifically authorizes the FAA Administrator to grant exemptions for operation of UAS. Indeed, the Reform Act directs the Administrator to (1) undertake formal rulemaking to speed up the integration of UAS into the national airspace ("NAS") but in the meanwhile, (2) to permit unmanned aircraft systems to operate in the NAS if doing is in the public interest, does not pose a threat to national security, and does not create a hazard to users of the NAS, taking into consideration the following:

- The UAS's size, weight, speed, and operational capability;
- How close the UAS would operate to airports and populated areas;
- That the operator would keep the UAS in his direct, visual line of sight.

Thus, the FAA has full authority to grant the requested exemptions.

IV. Specific Regulations for Which an Exemption is Sought.

Petitioner requests exemptions from the following regulations:

Section **61.113** prescribes that "no person who holds a private pilot certificate may act as a pilot in command of an aircraft that is carrying passengers or property for compensation or hire; nor may that person, for compensation or hire, act as pilot in command of an aircraft," (see Section 61.113(a)), and that "a private pilot may, for compensation or hire, act as pilot in command of an aircraft in connection with any business or employment if: (1) The flight is only incidental to that business or employment; and (2) The aircraft does not carry passengers or property for compensation or hire," (see Section 61.113(b)).

Section **61.133(a)** sets forth privileges for persons holding commercial pilot certificates, including a provision impliedly limiting to persons holding a commercial pilot certificate the ability to act as pilot in command of an aircraft "[f]or compensation or hire."

Section **91.103(b)(1)** prescribes, in pertinent part, that each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight, to include, "For any flight, runway lengths at airports of intended October 1, 2014 use, and the following takeoff and landing distance information:… For civil aircraft for which an approved Airplane or 5 Rotorcraft Flight Manual containing takeoff and landing distance data is required, the takeoff and landing distance data contained therein."

Section **91.119(c)** prescribes that, except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes: "Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely

populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure."

Section **91.121** requires, in pertinent part, each person operating an aircraft to maintain cruising altitude by reference to an altimeter that is set "to the elevation of the departure airport or an appropriate altimeter setting available before departure."

Section **91.151(a)** prescribes that no person may begin a flight in an airplane under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed, (1) during the day, to fly after that for at least 30 minutes; or (2) at night, to fly after that for at least 45 minutes.

Section **91.203** prohibits, in **subpart (a)**, any person from operating a civil aircraft unless it has within it (1) an appropriate and current airworthiness certificate; and (2) an effective U.S. registration certificate issued to its owner or, for operation within the United States, the second copy of the Aircraft Registration Application as provided for in October 1, § 47.31(c). Section 91.203 prescribes, in **subpart (b)**, that no person may operate a civil aircraft unless the airworthiness certificate or a special flight authorization issued under §91.715 is displayed at the cabin or cockpit entrance so that it is legible to passengers or crew.

Section **91.405(a)** requires, in pertinent part, that an aircraft operator or owner shall have the aircraft inspected as prescribed in subpart E of the same part and shall, between required inspections, except as provided in paragraph (c) of the same section, have discrepancies repaired as prescribed in Part 43 of the chapter.

Section **91.407(a)(1)** prohibits, in pertinent part, any person from operating an aircraft that has undergone maintenance, preventative maintenance, rebuilding, or alteration unless it has been approved for return to service by a person authorized under § 43.7 of the same chapter.

Section **91.409(a)(2)** prescribes, in pertinent part, that no person may operate an aircraft unless, within the preceding 12 calendar months, it has had an inspection for the issuance of an airworthiness certificate in accordance with part 21 of this chapter.

Sections **91.417(a) and (b)** prescribe, in pertinent part, that-

(a) Each registered owner or operator shall keep the following records
for the periods specified in paragraph (b) of this section:

(1) Records of the maintenance, preventative maintenance, and alteration and records of the 100-hour, annual, progressive, and other required or approved inspections, as appropriate, for each aircraft (including the airframe) and each engine, propeller, rotor, and appliance of an aircraft. The records must include-

(i) A description (or reference to data acceptable to the Administrator) of the work performed; and

(ii) The date of completion of the work performed; and

(iii) The signature, and certificate number of the person approving the aircraft for

return to service.

(2) Records containing the following information:

(i) The total time in service of the airframe, each engine, each propeller, and each rotor.

(ii) The current status of life-limited parts of each airframe, engine, propeller, rotor, and appliance.

(iii) The time since last overhaul of all items installed on the aircraft which are required to be overhauled on a specified time basis.

(iv) The current inspection status of the aircraft, including the time since the last inspection required by the inspection program under which the aircraft and its appliances are maintained.

(v) The current status of applicable airworthiness directives (AD) and safety directives including, for each, the method of compliance, the AD or safety directive number and revisions date. If the AD or safety directive involves recurring action, the time and date when the next action is required.

(vi) Copies of the forms prescribed by § 43.9(d) of this chapter for each major alteration to the airframe and currently installed engines, rotors, propellers, and appliances.

(b) The owner or operator shall retain the following records for the periods prescribed:

(1) The records specified in paragraph (a)(1) of this section shall be retained until the work is repeated or superseded by other work or for 1 year after the work is performed.

(2) The records specified in paragraph (a)(2) of this section shall be retained and transferred with the aircraft at the time the aircraft is sold.

(3) A list of defects furnished to a registered owner or operator under § 43.11 of this chapter shall be retained until the defects are repaired and the aircraft is approved for return to service.

V. Petitioner's Proposed Operations Satisfy Section 333.

A. Unmanned Aircraft System

The UAS to be operated under this request are less than 55 lbs. fully loaded, will be operated at a speed of no more than 87 knots (*See, e.g.*, Exemption No. 11289 (Bird's Eye Solutions), p. 3, Condition ("C.") 3), carry neither a pilot nor passenger, carry no explosive materials or flammable liquids, and operate exclusively within a secured area. Petitioner's

UAS use a radio frequency spectrum for operation and control that complies with Federal Communications Commission ("FCC") requirements, and Petitioner has integrated safety features into the UAS, as described in the **Film and Motion Picture Flight Operations Manual** ("FMPFOM") and Appendix A. Petitioner is tendering the FMPFOM under separate cover as a Confidential document as defined in 14 C.F.R. § 11.35(b). The entire FMPFOM contains confidential commercial and proprietary information that the Petitioner has not and shall not share. The operating conditions and procedures contained in the Operations Manual are not available to the public and are protected from release under the Freedom of Information Act, 5 U.S.C. § 552 et seq., and any other requirements established by the FAA pursuant to Section 333 of the FAA Reform Act.

Petitioner's UAS are equipped with redundant safety mechanisms allowing them to operate safely after experiencing certain in-flight failures. If a lost-link event occurs, including the loss of ground communications and/or the loss of a GPS signal, Petitioner's UAS have the ability to perform a pre-coordinated, predictable, automated flight maneuver and return to a predetermined location within a designated security perimeter for landing. The UAS further have the ability to abort a flight in the event of unpredicted obstacles or emergencies. All flights will be terminated after a maximum of 30 minutes or with 25% remaining battery power, whichever occurs first. Thus, good cause exists for granting Petitioner's requested relief from 14 C.F.R. § 91.151(a) (setting forth fuel requirements for flight in VFR conditions).

Petitioner's UAS will be identified by serial number, registered in accordance with 14 C.F.R. Part 47, and have identification (N-Number) markings in accordance with 14 C.F.R. Part 45, Subpart C. Markings will be as large as practicable.

Regarding Petitioner's requested relief from 14 C.F.R. § 91.121 (Altimeter Settings), Petitioner seeks such relief because Petitioner will not have a typical barometric altimeter onboard the UAS. Instead, altitude information will be provided to the UAS PIC via a digitally encoded telemetric data feed, which downlinks from the aircraft to a ground-based on-screen display. The altitude information will be generated by equipment installed onboard the UAS, using GPS triangulation, digitally encoded barometric altimeter, radio altimeter, or any combination thereof. Prior to each flight, a zero altitude initiation point will be established and confirmed for accuracy by the UAS PIC. Thus, good cause exists for granting the requested relief from 14 C.F.R. § 91.121.

Given the size, weight, speed, and limited operating area associated with the aircraft to be utilized by the applicant, an exemption from 14 C.F.R. Part 21, Subpart H (Airworthiness Certificates), subject to certain conditions and limitations, is warranted (if necessary) and meets the requirements for an equivalent level of safety under 14 C.F.R. Part 11 and Section 333. The UAS operated without an airworthiness certificate in the restricted environment and under the conditions and limitations proposed by Petitioner will

be at least as safe, or safer, than a conventional aircraft (fixed wing or rotorcraft) operating with an airworthiness certificate issued under 14 C.F.R. Part 21, Subpart H, and not subject to the proposed limitations and conditions.

Petitioner will strictly comply with safety and maintenance procedures included in all applicable UAS manufacturer's instructions and operating manuals. To the extent such information is not included in the guidelines developed by the manufacturers, Petitioners will develop and document maintenance, overhaul, replacement, and inspection requirements, procedures to document and maintain maintenance records with regard to Petitioner's UAS, and UAS technician qualification criteria. Petitioner's operations manuals will include maintenance requirements for Petitioner's UAS, including "on-condition" maintenance and modifications. In light of these mitigating factors, exemptions from 14 C.F.R. §§ 91.405(a), 91.407(a)(1), 91.409(a)(1) and (2), and 91.417(a) and (b) are warranted.

B. UAS Pilot in Command

Petitioner's UAS pilot in command (PIC) shall hold a recreational or sport pilot certificate, and valid driver's license to satisfy the medical requirement. According to the FAA, "the FAA considers the overriding safety factor for the limited operations proposed by the petitioner to be the airmanship skills acquired through UAS-specific flight cycles, flight time, and specific make and model experience, culminating in verification through testing." See Exemption No. 11062, Regulatory Docket No. FAA-2014-0352, at p. 18. With those factors in mind, Petitioner's UAS PIC shall be required to meet several conditions and limitations as outlined in the FMPFOM, including the following:

- The UAS PIC will have accumulated and logged a minimum of 200 flight cycles and 25 hours of total time as a UAS pilot and at least 10 hours logged as a UAS pilot with a similar UAS type (single blade or multirotor).

- The UAS PIC will have accumulated and logged a minimum of five hours of flight time with the specific make and model of the UAS to be utilized for operations under the exemption and three take-offs and landings in the preceding 90 days.

- The UAS PIC will have successfully completed the qualification process as specified in the operations manuals, to include a knowledge and skill test.

Regarding Petitioner's requested relief from 14 C.F.R. § 91.7(a), it is Petitioner's understanding that Petitioner's UAS will not require an airworthiness certificate in accordance with 14 C.F.R. Part 21, Subpart H, and that exemption from 14 C.F.R. § 91.7(a) is therefore unnecessary. To the extent such an exemption is deemed necessary, Petitioner asserts that it should be granted in light of the safety procedures proposed herein. In accordance with the pertinent part of 14 C.F.R. § 91.7(b), the operator in command of

Petitioner's UAS shall be responsible for determining whether the aircraft is in a safe condition for flight. Petitioner's manuals for maintenance and operations shall include safety checklists to be used by the operator in command prior to each flight.

Regarding Petitioner's requested relief from 14 C.F.R. § 91.9(b)(2) (Civil aircraft flight manual, marking, and placard requirements and § 91.203(a) and (b), (Civil aircraft: certifications required), it is Petitioner's understanding that relief from these regulations is no longer necessary in light of the FAA Memorandum "Interpretation regarding whether certain required documents may be kept at an unmanned aircraft's control station," dated August 8, 2014. To the extent the FAA deems an exemption from this section necessary for Petitioner's proposed operations, such exemption should be granted in light of the mitigating fact that Petitioner will maintain the documents required under 14 C.F.R. §§ 91.9 and 91.203 at the UAS ground control station during flights. Additionally, 100% of Petitioner's operations will utilize a visual observer ("VO"). The VO may be used to satisfy the VLOS requirement as long as the PIC always maintains VLOS capability. The VO and the PIC will be able to communicate verbally at all times during operational flights.

Regarding Petitioner's requested relief from 14 C.F.R. § 91.103(b)(1), Petitioner will comply with the other applicable procedures and requirements stated in § 91.103(a) and (b). Specifically, the PIC will take all actions including reviewing weather, flight battery requirements, aircraft performance data, and landing and takeoff distances before initiation of a flight. The PIC will also account for all relevant site-specific conditions in their preflight procedures. Risks presented by sun glare will be mitigated by the PIC's and VO's ability to see other air traffic and initiate a return-to-home sequence if needed.

C. Operating Parameters of Petitioner's UAS

Petitioner's UAS operations will be conducted within a sterile environment of closed-set filming. In this controlled environment, Petitioner's operations will remain within VLOS of the PIC and VO, below 400 feet AGL, and at speeds below 87 knots. *See* Exemption No. 11289, p. 3, C. 3, 4) Only participating persons will be permitted within the operating area. Consistent with the relief typically provided to manned operations under FAA Order 8900.1, Volume 3, Chapter 8, Section 1, Petitioner requests relief from 14 C.F.R. § 91.119(c) with respect to those participating persons, vehicles, and structures directly involved in the performance of the actual filming. Regarding distance from participating persons, the operations manuals set forth safety factors for authorized and consenting production personnel. Because those procedures are specific to participating persons, no further FSDO or aviation safety inspector approval is necessary for reductions to the distances specified in Petitioner's manuals.

Regarding the distance from nonparticipating persons, Petitioner will ensure that no persons are allowed within 500 feet of the operating area except those consenting to be

involved and necessary for the filming production, with the possibility of reducing this distance to no less than 200 feet if it would not adversely affect safety and the Administrator has approved it. This is consistent with FAA Order 8900.1, V3, C8, S1.

Petitioner will not conduct UAS operations within 5 nautical miles of the geographic center of a non-towered airport unless a letter of agreement with that airport's management is obtained and the operation is conducted in accordance with a Notice to Airmen ("NOTAM"). Additionally, Petitioner will not operate in Class B, C, or D 13 airspace without written approval from the FAA. Nor will Petitioner operate the UAS less than 500 feet below or less than 2,000 feet horizontally from a cloud or when visibility is less than 3 statute miles from the PIC.

Petitioner's UAS will remain clear and yield the right of way to all manned operations and activities at all times (including, but not limited to, ultralight vehicles, parachute activities, parasailing activities, and hangliders).

Although Petitioner seeks to comply with the waiver process as described in FAA Order 8900.1, Volume 3, Chapter 8, Section 1 (Issue a Certificate of Waiver for Motion Picture and Television Filming), the current section of Order 8900.1 has specific processes that preclude a jurisdictional FAA FSDO from issuing the required Certificate of Waiver, because the section did not originally provide for UAS operations. Thus, Petitioner seeks exemption from the applicable regulations normally waived during that process. Petitioner proposes that the FAA include the required notifications and coordination with jurisdictional FSDOs through the conditions and limitations accompanying the requested exemption, and that the exemption sought herein will take the place of the Certificate of Waiver normally issued by a jurisdictional FSDO under 8900.1. Under this rubric, Petitioner will notify every FSDO with jurisdiction over the area that Petitioner plans to operate, just as with manned filming operations, and those FSDOs will have the ability to coordinate further conditions and limitations with the UAS Integration Office to address any local concerns.

Petitioner will obtain an Air Traffic Organization ("ATO") issued Certificate of Waiver or Authorization ("COA") prior to conducting any operations under this grant of exemption. In fulfilling its requirements under the COA, Petitioner will be required to request a NOTAM not more than 72 hours in advance, but not less than 48 hours prior to the operation.

D. The Requested Exemption Promotes the Public Interest

The enhanced safety achieved by replacing significantly larger manned aircraft carrying crew and flammable fuel with small UAS carrying no passengers or crew and operated under the specific guidelines and procedures proposed by Petitioner gives the FAA

good cause to find that the UAS operations enabled by the instant Petition are in the public interest. Moreover, as the FAA has already recognized, "UAS provide an additional tool for the filmmaking industry, Agriculture and Conservation adding a greater degree of flexibility, which supplements the current capabilities offered by manned aircraft." See Exemption No. 11062, Regulatory Docket No. FAA-2014-0352, at p. 22.

VI. Privacy

All flights will occur over private or controlled access property with the property owner's prior consent and knowledge. Filming will be of people who have also consented to being filmed or otherwise have agreed to be in the area where filming will take place.

VII. Conclusion

For the reasons explained above, the regulatory exemptions requests should be granted, and Petitioner should be permitted to conduct small UAS operations for the purpose of closed-set filming using the DJI Phantom 2 UAS.

Respectfully submitted,

FLIGHT GUARDIAN, LLC

/s/ David Paul Hilton
David Paul Hilton
Manger

Appendix A – Flight Manual

Flight Restrictions

(1) No flight will be made with a UA Gross weight exceeding 55 pounds;
(2) All operations must occur in FAA approved airspace at no more than 400' AGL, at an airspeed of no more than 87 knots and no further than 3/4 NM from the PIC;
(3) All operations must utilize a visual observer (VO). The VO and PIC must be able to communicate verbally at all times during a flight operation;
(4) Operations will be restricted to flights over private property with the permission of the property owner;
(5) The PIC must have accumulated and logged, in a manner consistent with 14 CFR § 61.51 (b), a minimum of 100 flight cycles and 25 hours of total time as a UA rotorcraft pilot and at least ten hours logged as a UA pilot with a similar UA type;
(6) All required permits will be obtained from state and local government prior to operation;
(7) The UA will not be operated over densely populated areas;
(8) The UA will not be operated at air shows;
(9) The UA will not be operated over any open-air assembly of people;
(10) The UA will not be operated over heavily trafficked roads;
(11) The UA will not be operated within 5 NM of an airport or heliport without written permission Airport Manager.
(12) Operations will be restricted to day only and weather conditions equivalent to VFR;
(13) The PIC will brief the VO and property owner about the operation and risk before the first flight at each new location;
(14) No flight may be made without a successful Pre-Flight Inspection by the PIC before each operation to ascertain that the UA is in a condition safe for flight.

Pic Should Verify The Following Items Before Starting The Pre-Flight Process

(1) Verify COA Approved
(2) Verify NOTAM Filed (if applicable)
(3) Verify FSDO coordination completed
(4) Verify closest Unicom/Tower Frequency for Monitoring.

Pre-Flight Checklist

(1) Check UA battery health (press self check button) verify 4 green bars illuminate
(2) Check all wiring connections are tight;
(3) Check all propellers are undamaged and no cracks exist in any structural members of the UA;
(5) Turn on radio controller, move all control switches to forward or UP position and throttle control stick neutral position;
(6) Turn On UA power
(7) Await Aft Lights to flash green
(8) Turn on transmitter and camera.

Pre-Takeoff Checklist

(1) Confirm Green Lights on aircraft
(2) Confirm Observer is ready
(3) Confirm area cleared of all non-essential personnel

PHANTOM 2 User Manual V1.1

For PHANTOM 2 Main Controller Firmware version V3.02

& PHANTOM 2 Assistant version V3.0

& PHANTOM RC Assistant version V1.1

April 30, 2014 Revision

Congratulations on purchasing your new DJI product. Please thoroughly read the entire contents of this manual to fully use and understand the product.

It is advised that you regularly check the PHANTOM 2's product page at **www.dji.com** which is updated on a regular basis. This will provide services such as product information, technical updates and manual corrections. Due to any unforeseen changes or product upgrades, the information contained within this manual is subject to change without notice.

If you have any questions or concerns regarding your product, please contact your dealer or DJI Customer Service.

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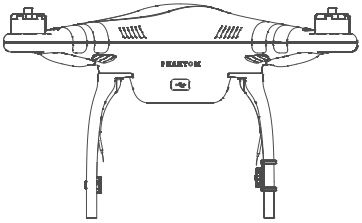
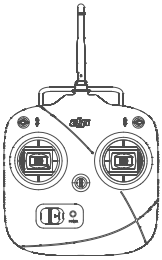
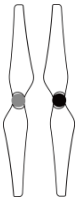
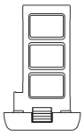
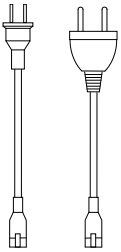
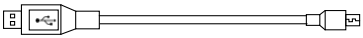
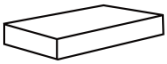
In the Box

PHANTOM 2	2.4GHz Remote Controller	Propeller Pair
		
Intelligent Battery	Charger	Plug Set
		
Screwdriver	Assistant Wrench	Cables
		
Micro-USB Cable	Screws	Accessories Box
		

Required Items

AA Battery X4


Symbol Legend

Forbidden(Important) Caution Tip Reference

1. PHANTOM 2 Aircraft

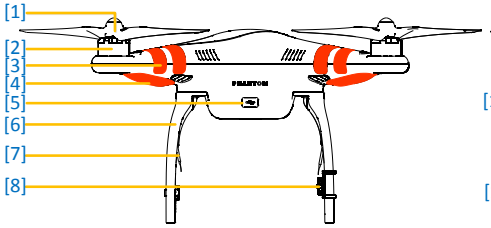


Figure 1-1

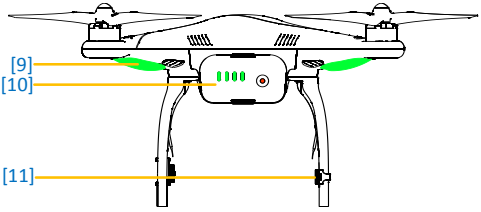


Figure 1-2

[1]Propeller [2]Motor [3]Front Side [4]Front LEDs [5]Micro-USB Port [6]Landing Gear [7]Receiver Antenna [8]CAN-Bus Connector [9]LED Flight Indicators [10]DJI Intelligent Battery [11]Compass

1.1 Built-in Flight Control System Instructions

The built-in flight control system is used to control the entire aircraft's functions in flight such as Pitch (forwards and backwards), Roll (left and right), Elevator (up and down) and Yaw (turn left or right). The flight controller contains the MC (Main Controller), IMU, GPS, compass, receiver.

The IMU (Inertial Measurement Unit) has a built-in inertial sensor and a barometric altimeter that measures both attitude and altitude. The compass reads geomagnetic information which assists the GPS (Global Position System) to accurately calculate the aircrafts position and height in order to lock the aircraft in a stable hover. The receiver is used to communicate with the remote controller and the MC acts as the brains of the complete flight control system connecting and controlling all the modules together.

The PHANTOM 2 can be configured in the Assistant Software, by choosing Naza-M mode or Phantom 2 mode. This manual is for Phantom 2 mode. Please refer to the Naza-M V2 Quick Start Manual for more information.

1.2 Connections with Other DJI Products

PHANTOM 2 is compatible with other DJI products, including ZENMUSE H3-2D and H3-3D gimbal , iOSD mini , iOSD Mark II. Below are connections for these products and wireless video transmission module.

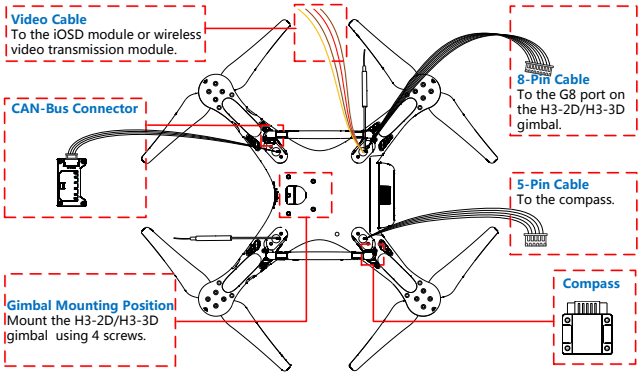


Figure 1-3

Important Notes of Using with Other DJI Products

(1) The video cable can provide power for the wireless video transmission module with a battery voltage (11.1V~12.6V) and a maximum current 2A.

(2) Make sure the working current of the wireless video transmission module you connect can work with an operational voltage between 11.1V~12.6V and the total working current of the iOSD and wireless video transmission module is under 2A, as an overcurrent will damage the central board's components. If the total current exceeds 2A, please be sure to provide power supplied from a separate power source for the wireless video transmission module.

(3) PHANTOM 2 uses a 2.4GHz RC system. To avoid communication interference, it's not recommended to use other 2.4GHz devices (including 2.4G wifi or 2.4G wireless video transmission module) except the 2.4G Bluetooth and 2.4G Datalink.

(4) Be sure to keep the wireless video transmission module and other communicating devices away from the compass during installation and connection to avoid interference.

(5) To improve the compatibility with ZENMUSE gimbals, the latest factory deliveries of PHANTOM 2 has updated to the Version 2 shown below. H3-2D/H3-3D gimbal can be directly installed for the Version 2 while for Version 1, a H3-3D adapter kit (coming soon) is required to install the H3-3D gimbal.

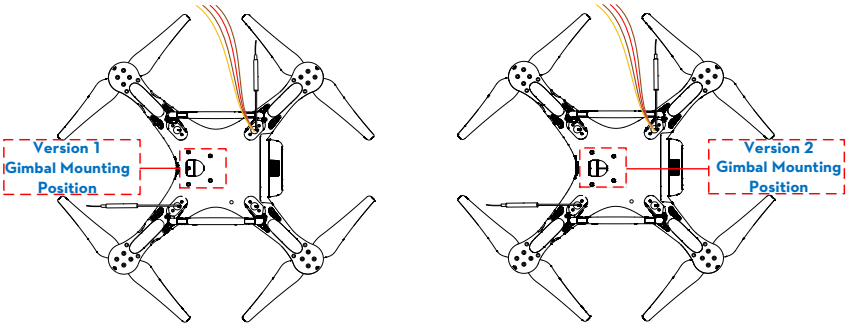


Figure 1-4

(6) When using the H3-3D gimbal, please connect the 8-Pin cable of PHANTOM 2 to the G8 port of H3-3D shown below.

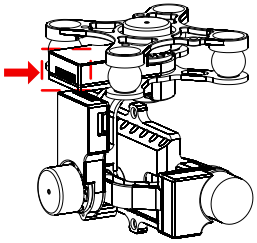


Figure 1-5

Connections with Other DJI Products

(1) Connecting the H3-2D and H3-3D gimbal and wireless video transmission module, the figure below uses H3-2D as an example.

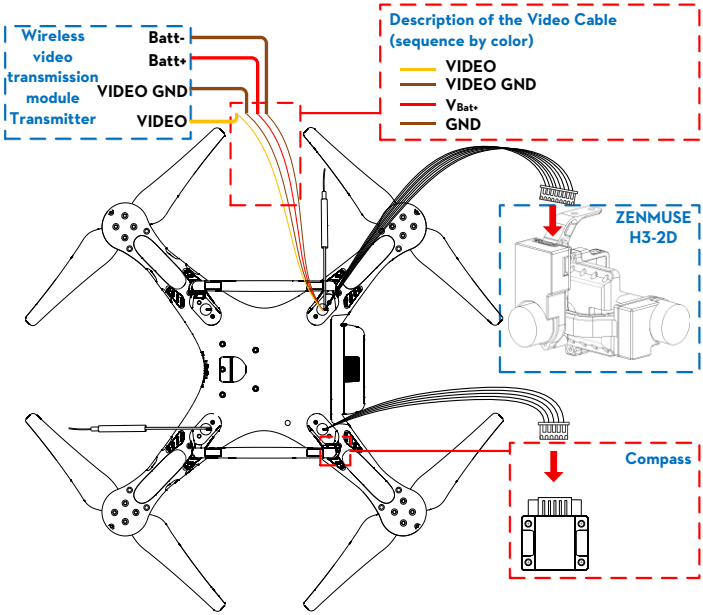


Figure 1-6

(2) Connecting the H3-2D and H3-3D gimbal, iOSD mini and wireless video transmission module, the figure below uses H3-2D as an example.

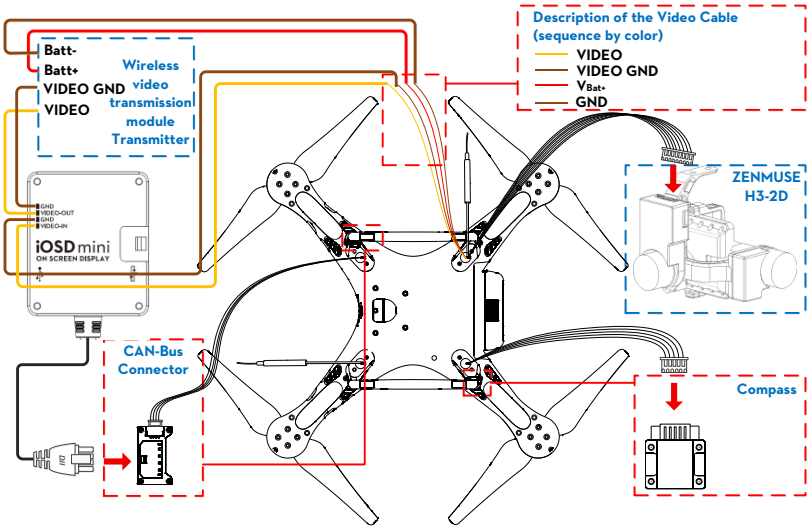


Figure 1-7

(3) Connecting the H3-2D and H3-3D gimbal, iOSD mini and DJI specified wireless video transmission module AVL58, the figure below uses H3-2D as an example.

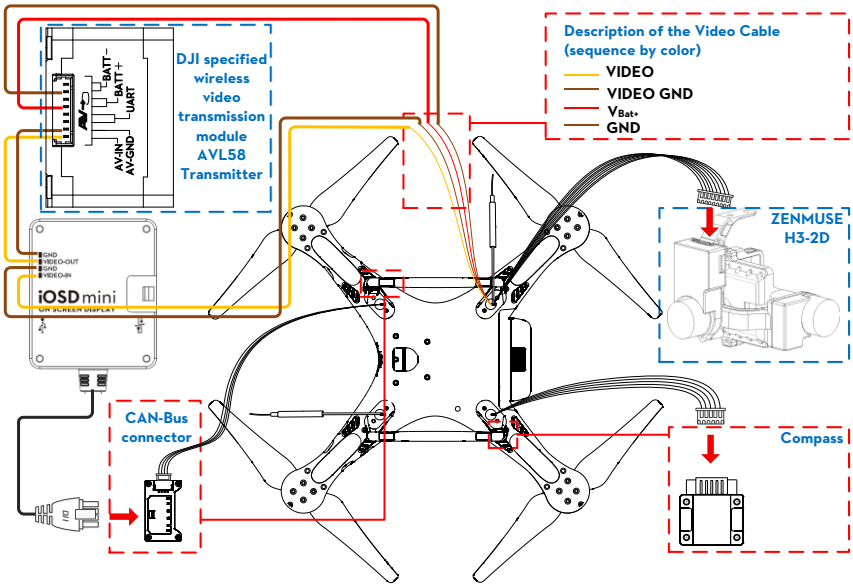


Figure 1-8

We recommend connecting the V_{Bat+} port of the video cable to the two BATT+ ports of the AVL58 simultaneously. The same is true of the GND port of the video cable and two BATT- ports.

(4) Connecting the H3-2D and H3-3D gimbal, iOSD Mark II and wireless video transmission module, the figure below uses H3-2D as an example.

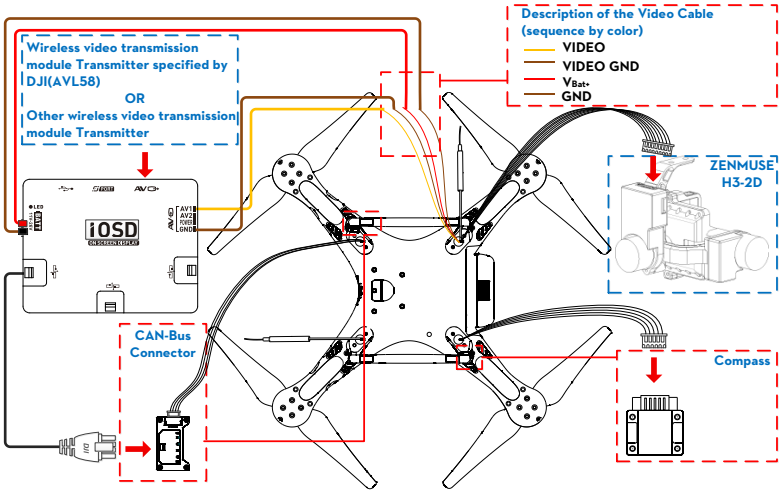
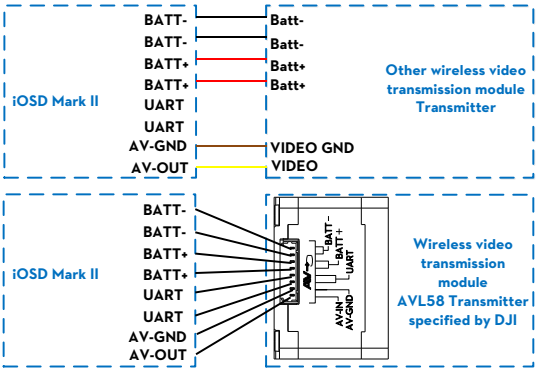


Figure 1-9

The diagram below illustrates the conneciton between the iOSD Mark II and the wireless video transmission module.



Use the 8-Pin cable in the iOSD Markk II package when connecting to the DJI specified wireless video transmission module AVL58.

(5) Using the iPad Ground Station

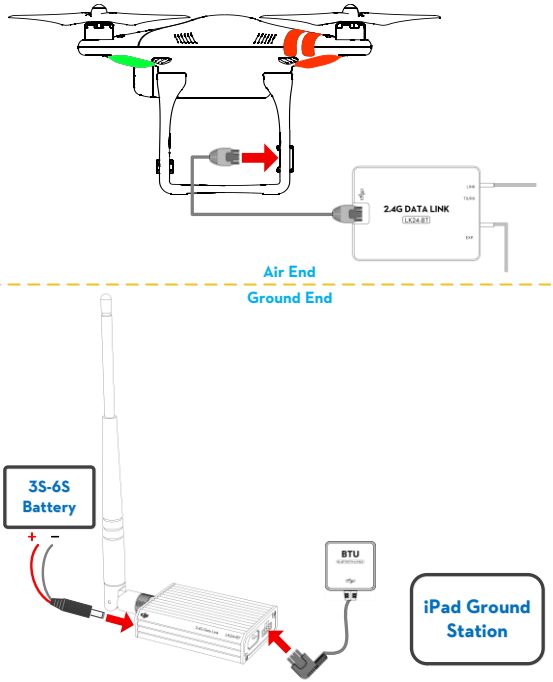


Figure 1-10

Connect the Air End of 2.4G Bluetooth Datalink to a spared CAN-Bus port of iOSD if an iOSD is used.

(6) Using the PC Ground Station

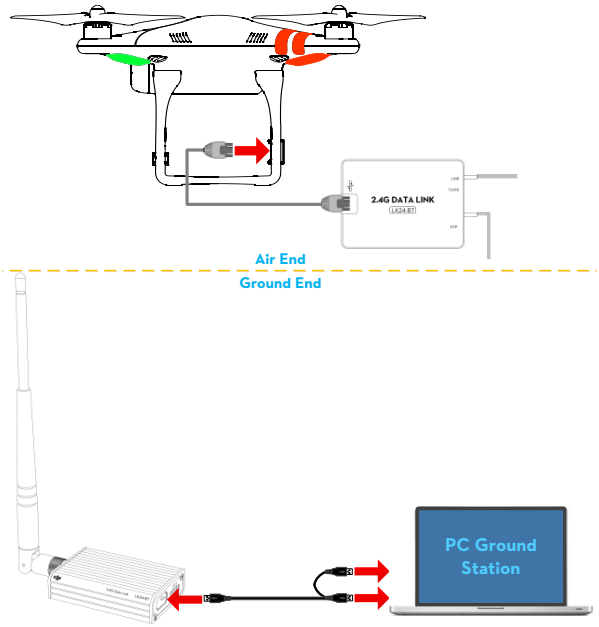
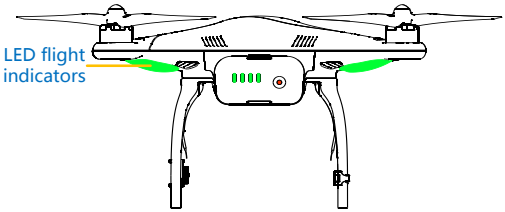


Figure 1-11

1.3 LED Flight Indicators Description

1. LED flight indicators are used to show the aircraft's current status. Once powered on, the indicators will light up.



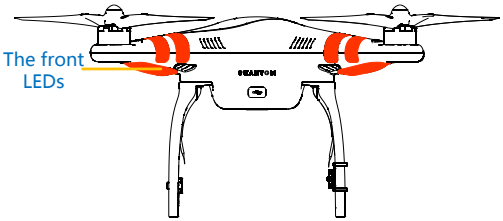
Aircraft in Normal status	Descriptions
🔴🟢🟡🔴🟢🟡	Power On Self-Test
🟢🟡🟢🟡🟢	Warming Up & Aircraft cannot take off during warming up
🟢🟢🟢🟢🟢	Ready to Fly
🟡🟡🟡🟡🟡	Ready to Fly (non-GPS)
Aircraft in abnormal status	**Warnings and errors**
🟡🟡🟡🟡🟡🟡	Remote Controller Signal Lost
🔴🔴🔴🔴🔴	1st Level Low Battery Capacity Warning

●●●●●●	2nd Level Low Battery Capacity Warning
●●●	Not Stationary or Sensor Bias is too big
▬▬▬	Errors & Aircraft cannot fly.
●●●●●	Compass data abnormal because of ferro-magnetic interference or the compass needs calibration.

⚠ (1) The LED indicators diagram above are for Phantom 2 mode. In Naza-M mode, LED indicators will work according to the Naza-M flight control system.

(2) Connect to the PHANTOM 2 Assistant Software for detailed information about warnings and errors.

2. The front LEDs are for indicating where the nose of the aircraft is. They light up solid red only after the motors have spooled up.



1.4 Notes for PHANTOM 2 using with other DJI products

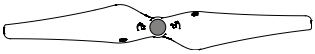
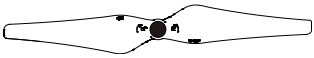
Before using PHANTOM 2 with other DJI products, users should connecting the products correctly and upgrade the firmware as requirements below .

Items to upgrade	Firmware versions required	Assistant Software for upgrading	Assistant Software version
P330CB (built-in central board)	V1.0.1.19 or above	PHANTOM 2	V1.08 or above
Zenmuse H3-2D	CMU V1.0 , IMU V1.6 or above	PHANTOM 2	V1.08 or above
iOSD Mark II	V3.01 or above	iOSD	V4.0 or above
iOSD mini	V1.06 or above	iOSD	V4.0 or above

*The iOSD Assistant Software is applied to both iOSD Mark II and iOSD mini.

2 Propellers

PHANTOM 2 uses the original 9-inch propellers which are classified by the color of each central nut. Damaged propellers should be replaced by purchasing new ones if necessary.

Propellers	Grey Nut (9443)	Black Nut (9443 R)
Diagram		
Assembly Location	Attach to the motor thread that **does not have a black dot**.	Attach to the motor thread that **has a black dot**.
Fastening/Un-fastening Instructions	Lock: Tighten the propeller in this direction. Unlock: Remove the propeller in this direction.	

2.1 Assembly

1. (Figure 2-1) Remove the four warning cards from the motors after you've read them.
2. (Figure 2-2) Prepare the two grey nut propellers and two black nut propellers. Make sure to match the black nut propellers with the correctly marked black dot motors. Tighten the propellers according to the fastening instructions.

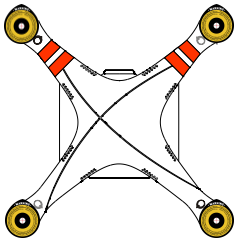


Figure 2-1

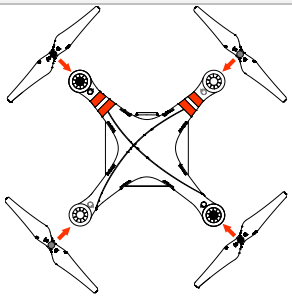


Figure 2-2

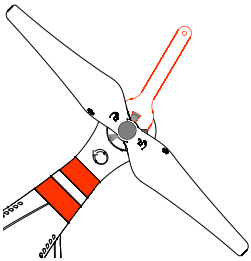


Figure2-3

2.2 Disassembly

(Figure 2-3) Keep the motor deadlocked in place with the assistant wrench (or one hand) and remove the propeller according to the un-fastening instructions.

2.3 Notes

1. Propellers are self tightening during flight. DO NOT use any thread locker on the threads.
2. Make sure to match the propeller nut colors with the corresponding motors.
3. It is advised to wear protective gloves during propeller assembly and removal.
4. Check that the propellers and motors are installed correctly and firmly before every flight.
5. Check that all propellers are in good condition before flight. DO NOT use any ageing, chipped, or broken propellers.
6. To avoid injury, STAND CLEAR of and DO NOT touch the propellers or motors when they are spinning.
7. ONLY use original DJI propellers for a better and safer flight experience.

3 Remote Controller

The PHANTOM 2 remote controller can be configured in the PHANTOM RC Assistant Software. The sticks mode is Mode 2 on delivery.

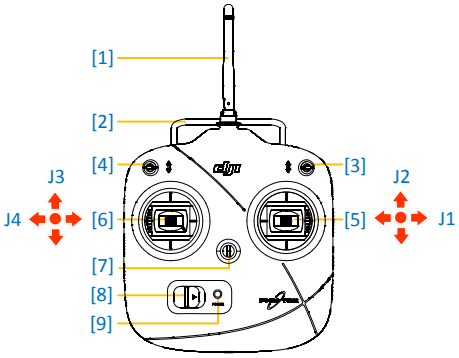


Figure 3-1

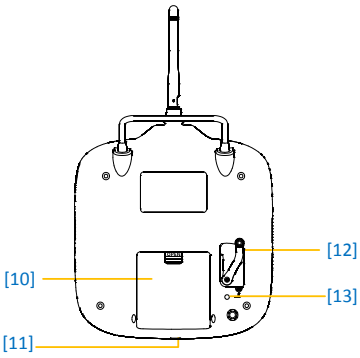
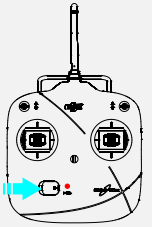


Figure 3-2

[1]Antenna [2]Carrying Handle [3]3-Position Switch S1 [4]3-Position Switch S2 [5]Joystick1(J1;J2) [6]Joystick2(J3;J4) [7]Neck Strap Attachment [8]Power Switch [9]Power Indicator [10]Battery Compartment [11]Micro-USB Port [12]Slide Lever [13]Potentiometer

3.1 Power on the Remote Controller

1. Install the four AA Batteries (not included) into the battery compartment on the back of the remote controller according to the negative and positive poles.
2. Set the S1 and S2 switches to the upper most position and all sticks are at mid-point before switching on the power switch.
3. Push the power switch to the right to power on the remote controller. If the power LED indicator is solid on, the remote controller is functioning normally.



⚠

(1) Please make sure the batteries have enough capacity before use. If the low voltage warning alert sounds (refer to the <Remote Controller Power Indicator Status Information>), please replace batteries as soon as possible.

(2) Using the correct type of battery will prevent risk of damage or malfunction.

(3) For long term storage, be sure to remove the batteries from the remote controller.

3.2 Remote controller Power LED Indicator Status

Power LED Indicator	Sound	Remote Controller Status
▬▬▬	None	Normal
●●●●●	B-B-B.....	Low voltage (at 4V-4.3V). Replace the batteries immediately
● ● ● ●	B--B--B.....	Alert will sound after 15 minutes of inactivity. It will stop once you start using the remote controller.

The remote controller will power off automatically when battery voltage drops below 4V. Land and change batteries as soon as possible when the low voltage alert occurs to avoid loss of control during flight.

3.3 Antenna Orientation

The remote controller's antenna should point skywards without obstructions for maximum communication range during flight.

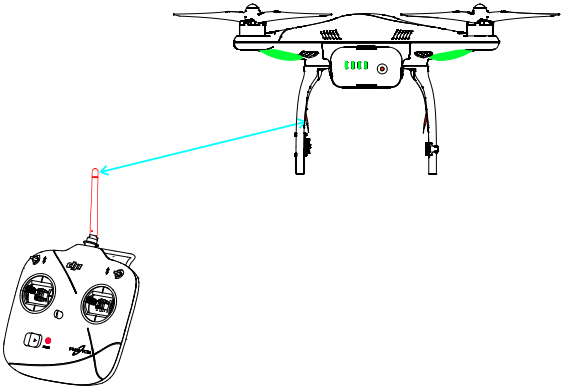


Figure 3-3

3.4 Remote Controller Operation

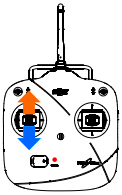
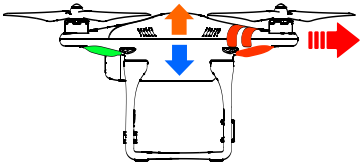
The operations of remote controller are based on mode 2 stick configuration.

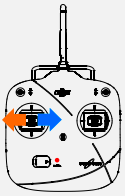
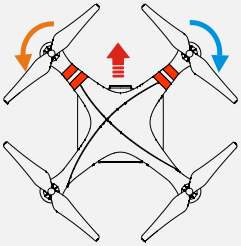
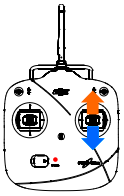
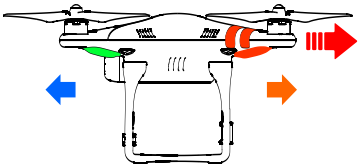
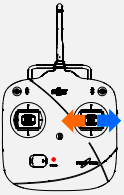
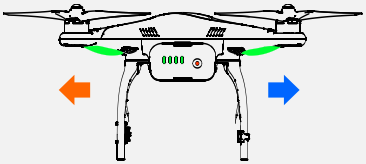
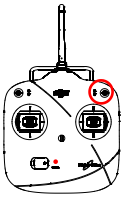
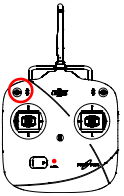
Definitions

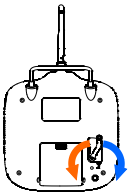
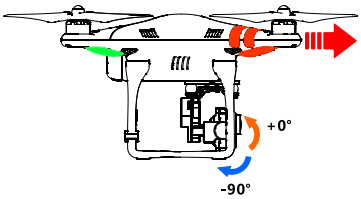
The **'stick neutral'** positions and **'stick released'** mean the control sticks of the remote controller are placed at the central position.

To **'move the stick'** means that the stick of remote controller is pushed away from the central position.

Slide Lever is used for the pitch control of the H3-2D and H3-3D gimbal.

Remote Controller (Mode 2)	**Aircraft** (nose direction)	**Operation details**
		The throttle stick controls the aircraft elevation. Push the stick up and the aircraft will rise. Pull the stick down and the aircraft will descend. The aircraft will automatically hover and hold its altitude if the sticks are centered. Pushing the throttle stick above the centered (neutral) position will result in the aircraft taking off. We suggest that you push the throttle stick slowly to prevent the aircraft from sudden and unexpected ascent.

		The yaw stick controls the aircraft rudder. Push the stick left and the aircraft will rotate counter clock-wise. Push the stick right and the aircraft will rotate clock-wise. If the stick is centered, the aircraft will always fly in the same direction. The command stick controls the rotating angular velocity of the aircraft. Increasing movement of the command stick results in faster aircraft rotation velocity.
		The pitch stick controls the aircraft's front & back tilt. Push the stick up and the aircraft will tilt and fly forward. Pull the stick down and the aircraft will tilt and fly backward. The aircraft will keep level and straight if the stick is centered. Increasing movement of the command stick will result in a larger tilt angle (maximum is 35°) and faster flight velocity.
		The roll stick controls the aircraft left & right tilt. Push the stick left and the aircraft will tilt and fly left. Push the stick right and the aircraft will tilt and fly right. The aircraft will keep level and straight if the stick is centered. Increasing movement of the command stick will result in a larger tilt angle (maximum is 35°) and faster flight velocity.
	 Position-1 Position-2 Position-3	S1 is for compass calibration. Toggle the S1 switch from position-1 to position-3 and back to position-1, 5 times or more to enter into compass calibration mode. Users can configure position 3(bottom position) of the S1 switch to trigger the Failsafe in the Assistant Software.
	 OFF Course Lock Home point Lock	S2 is the IOC mode switch. IOC (Intelligent Orientation Control) function can be enabled in the Assistant Software when in Naza-M mode. Only use the IOC function after you are familiar with flying.

		Slide Lever controls the pitch of the H3-2D and H3-3D gimbal. The position of slide lever determines the pitch angle relative to the horizontal level. Slide the lever left to make the gimbal pitch down up to a -90° position. Slide the lever right to pitch up to +0° position resulting in gimbal being at a horizontally level orientation.

(1) For `Ready to Fly´ the aircraft will hover when all sticks are released.

(2) For `Ready to Fly (non-GPS)´ the aircraft will only keep the altitude when all sticks are released.

3.5 Linking the remote controller& built-in receiver

PHANTOM 2 has a built-in receiver, the link button and indicator located on the bottom of the aircraft as illustrated in the Figure 3-4.

The link between the remote controller and aircraft is already established for you so you can initially skip this procedure. If you ever replace the remote controller, re-establishing the link is required.

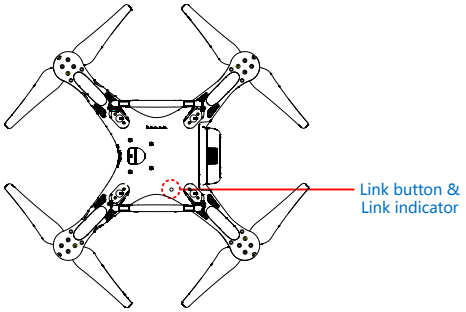


Figure 3-4

Linking procedures

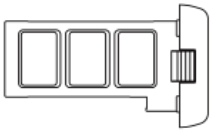
1. Power on the PHANTOM 2.
2. Turn on the remote controller and place it 0.5m~1m away from the aircraft.
3. Push the link button with a thin object and hold it until the Link indicator blinks red, then release it.
4. When the Link indicator turns solid green, the link between the remote controller and the built-in receiver has been successfully established.

Link Indicator	Status
	The remote controller is linked with the receiver successfully.
	The remote controller is turned off and there is no 2.4GHz signal around, please turn on the remote controller.
	The receiver is ready for linking.
	There is 2.4GHz signal around but the remote controller is not linked with the receiver,

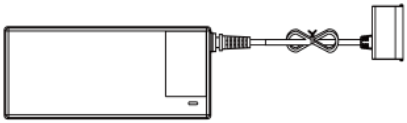
	please carry out the linking procedures.

4 Intelligent Battery

The intelligent battery is specially designed for the PHANTOM 2, with a battery capacity of 5200mAh, voltage of 11.1V and charge-discharge management functionality. The battery should only be charged with the DJI charger .



Intelligent Battery



Charger

DJI Intelligent Battery Functions	
(1) Balance Charging	Automatically balance the voltage of each battery cell during charging.
(2) Capacity Display	Display the current battery level.
(3) Communicating	The main controller communicates with the battery via communication ports for battery voltage, capacity, current and other information.
(4) Overcharging Protection	Charging stops automatically when the battery voltage reaches 12.8V to prevent overcharging damage.
(5) Over Discharging Protection	Discharging stops automatically when the battery voltage reaches 8.4V to prevent over discharging damage.
(6) Short Circuit Protection	Automatically cuts off the power supply when a short circuit is detected.
(7) Sleep Protection	The battery will enter sleep mode after 10 minutes of inactivity to save power. The static current is 10nA in sleep mode when the battery is powered on without connecting to other devices.
(8) Charging Temperature Detection	The battery will charge only when its temperature is within 0℃~55℃. If the battery temperature is out of this range, the battery will stop charging.

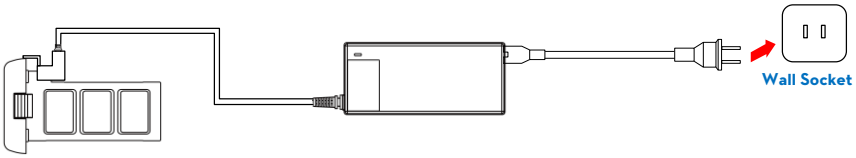
(1) Before use, please read and follow the user manual, disclaimer, and the warnings on the battery. Users take full responsibility for all operations and usage.

(2) The battery should only be charged with the charger provided by DJI. DJI does not take any responsibility for operation of any charger from a third party.

4.1 Charging Procedures

1. Connect the charger to a wall socket (Use the plug set if necessary).
2. Connect the battery to the charger. If the current capacity of the battery is over 75%, you should power on the battery to begin charging.
3. The Battery Level indicators display current capacity level as the battery charges. Please refer to battery level indicator description for details.

4. The battery is fully charged when the Battery Level indicator lights are off. Please disconnect the charger and battery when the charging is completed.



4.2 Install the Battery

Push the battery into the battery compartment correctly as the following diagram shows. Make sure to push the battery into the compartment until you hear a `click' sound.

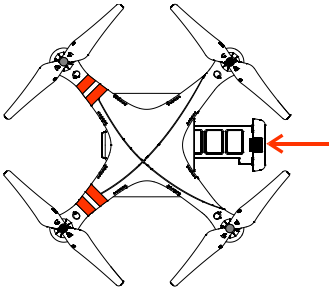


Figure 4-1

An incorrectly inserted battery may cause one of the following to occur: (1) Bad contact. (2) Unavailable battery information. (3) Unsafe for flight. (4) Unable to take off.

4.3 Battery Usage

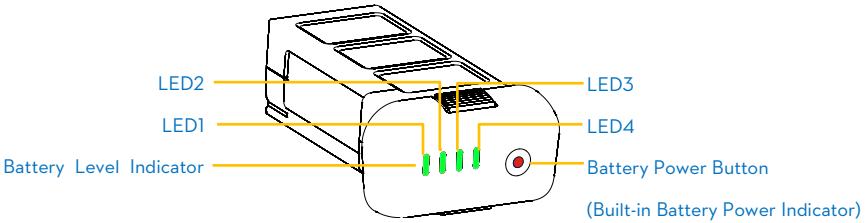


Figure 4-2

(1) Checking the battery level: When the battery is powered off; pressing the battery power button once will indicate the current battery level. Refer to < Battery Level Indicator Description> for details.

(2) Powering on: When the battery is powered off; press the battery power button once and then press and hold for 2 seconds to turn on the intelligent battery.

(3) Powering off: When the battery is powered on; press the battery power button once and then press and hold for 2 seconds to turn off the intelligent battery.

(4) Checking the battery life: When the battery is powered off; press and hold the battery power button for 5 seconds to check the battery life. The battery level indicators will show the life and the battery power indicator

will blink for 10 seconds, then all LEDs will light out and the intelligent battery will turn off. Refer to < Battery Level Indicator Description> for details.

More battery information is available in the battery tab of the PHANTOM 2 Assistant Software.

4.4 Description of the Battery Level Indicator

The battery level indicators will show the current battery level during both the charging and discharging process as well as battery life. The following is a description of the indicators.

■ : The LED is solid on ● : The LED will blink regularly

■ : The LED is light off

Charging process				
LED1	LED2	LED3	LED4	Current battery level
●	■	■	■	0%~25%
●	●	■	■	25%~50%
●	●	●	■	50%~75%
●	●	●	●	75%~100%
■	■	■	■	Full charged

Discharging process				
LED1	LED2	LED3	LED4	Current battery level
■	■	■	■	87.5%~100%
■	■	■	●	75%~87.5%
■	■	■	■	62.5%~75%
■	■	●	■	50%~62.5%
■	■	■	■	37.5%~50%
■	●	■	■	25%~37.5%
■	■	■	■	12.5%~25%
●	■	■	■	0%~12.5%
■	■	■	■	<0%

Battery life				
LED1	LED2	LED3	LED4	Current battery life
■	■	■	■	90%~100%
■	■	■	●	80%~90%
■	■	■	■	70%~80%
■	■	●	■	60%~70%
■	■	■	■	50%~60%

■	●	■	■	40%~50%
■	■	■	■	30%~40%
●	■	■	■	20%~30%
■	■	■	■	Less than 20%

4.5 Correct Battery Usage Notes

1. Never plug or unplug the battery into the aircraft when it is powered on.
2. The battery should be charged in an environment that is between 0℃ to 40℃, and be discharged in an environment that is between -20℃ to 50℃. Both charging and discharging should be in an environment where the relative humidity is lower than 80%.
3. It's recommended to charge and discharge the battery thoroughly once every 20 charge/discharge cycles. Users should discharge the battery until there is less than 8% power left or until the battery can no longer be turned on. Users should then fully recharge the battery to maximum capacity. This power cycling procedure will ensure the battery is working at its optimal level.
4. For long term storage please place the battery with only a 40~50% capacity in a strong battery box securely. We recommend discharging and charging the battery completely once every 3 months to keep it in good condition. The capacity should be varied in such a cycle (40%~50%)—0%—100%—(40%~50%).
5. It's suggested you purchase a new battery after you have discharged your current battery over 300 times. Please completely discharge a battery prior to disposal.
6. It's suggested that you purchase a new battery if the current battery is swollen or damaged in any way.
7. Never try to recharge or fly with a battery that is swollen or damaged in any way.
8. Never charge the battery unattended. Always charge the battery on a non-flammable surface such as concrete and never near any flammable materials.
9. Safety is extremely important and users can get more information in the DISCLAIMER.

5 Calibrating the Compass

IMPORTANT: Make sure to perform the Compass Calibration procedures prior to the first flight.

The compass is very sensitive to electromagnetic interference which causes abnormal compass data and leads to poor flight performance or even flight failure. Regular calibration of the compass enables the compass to perform at its optimal level.

5.1 Calibration Warnings

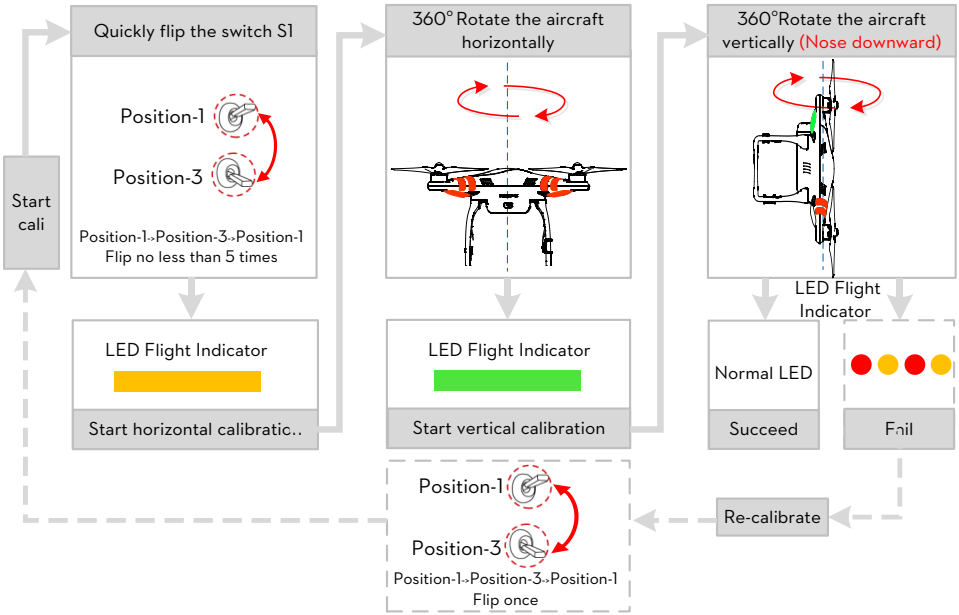
(1) DO NOT calibrate your compass where there is a possibility for the existence of strong magnetic interference such as magnetite, parking structures, and steel reinforcement underground.

(2) DO NOT carry ferromagnetic materials with you during calibration such as keys or cellular phones.

(3) Compass Calibration is very important; otherwise the flight control system will work abnormally.

5.2 Calibration Procedures

Please carry out the calibrating procedures in the flight field before flight. Please watch the quick start video of the PHANTOM 2 for more compass calibration details.



5.3 When Recalibration is Required

(1) When Compass Data is abnormal, the LED flight indicator will blink alternating between red and yellow.

(2) Last compass calibration was performed at a completely different flying field/location.

(3) The mechanical structure of the aircraft has changed, i.e. changed mounting position of the compass.

(4) Evident drifting occurs in flight, i.e. the aircraft doesn't fly in straight lines.

6 Flight

6.1 Flying Environment Requirements

(1) Before your first flight, please allow yourself some flight training (Using a flight simulator to practice flying, getting instruction from an experienced person, etc.).

(2) DO NOT fly in bad weather, such as rain or wind (more than moderate breeze) or fog.

(3) The flying field should be open and void of tall buildings or other obstacles; the steel structure within buildings may interfere with the compass.

(4) Keep the aircraft away from obstacles, crowds, power lines, trees, lakes and rivers etc.

(5) Try to avoid interference between the remote controller and other wireless equipment. (No base stations or cell towers around)

(6) The flight control system will not work properly at the South Pole or North Pole.

(7) Never use the aircraft in a manner that infringes upon or contravenes international or domestic lays and regulations.

6.2 Starting the Motors

A Combination Stick Command (CSC) is needed to start the motors. Push the sticks according to one of the options below to start motors. Once the motors have spun up, release both sticks simultaneously. The same command is used to stop the motors.

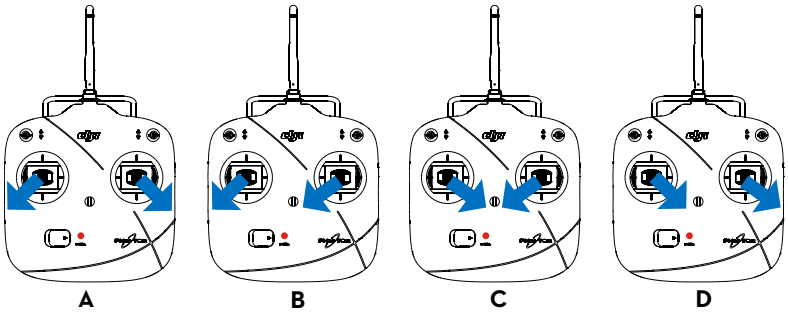


Figure 6-1

6.3 Takeoff/Landing Procedures

1. Start by placing the PHANTOM 2 on the ground with the battery level indicators facing you.
2. Turn on the remote controller.
3. Power on the aircraft by turning on the intelligent battery.
4. When LED flight indicator blinks green/yellow, the PHANTOM 2 is entering Ready to Fly/Ready to Fly (non-GPS) mode. Start the motors with the CSC command.
5. Push the throttle stick up slowly to lift the aircraft off the ground. Refer to <Remote Controller Operation> for more details.
6. Be sure you are hovering over a level surface. Pull down on the throttle stick gently to descend and land.

7. After landing the aircraft on the ground, keep the throttle stick at its lowest position for about 3 to 5 seconds which will automatically stop the motors.

You SHOULD NOT execute the CSC during normal flight! This will stop the motors and cause the aircraft to descend rapidly and drop without any type of control.

(1) When the LED flight indicator blinks yellow rapidly during flight, the aircraft has entered into Failsafe mode, refer to <Failsafe Function> for details.

(2) A low battery capacity warning is indicated by the LED flight indicator blinking red slowly or rapidly during flight. Refer to the <Low Battery Capacity Warning Function> for details.

(3) Watch the quick start video about flight for more flight information.

6.4 Failsafe Function

The aircraft will enter Failsafe mode when the connection from the remote controller is lost. The flight control system will automatically control the aircraft to return to home and land to reduce injuries or damage. The following situations would make the aircraft fail to receive a signal from the remote controller and enter Failsafe mode:

(1) The remote controller is powered off.

(2) The remote controller is powered on but the S1 is toggled in the position triggering the Failsafe (this must have been configured in the PHANTOM 2 Assistant Software).

(3) The aircraft has flown out of the effective communication range of the remote controller.

(4) There is an obstacle obstructing the signal between the remote controller and the aircraft, essentially reducing the distance the signal can travel.

(5) There is interference causing a signal problem with the remote controller.

Failsafe works differently depending on the mode the aircraft is in when Failsafe mode is initiated whether it is in the Ready to Fly or Ready to Fly (non-GPS) mode.

Ready to Fly (non-GPS) ---- Automatic landing

The flight control system will try to keep the aircraft level during descent and landing. Note that the aircraft may be drifting during the descent and landing process.

Ready to Fly ---- Automatic go home and land

The flight control system will automatically control the aircraft to fly back to the home point and land.

Home Point

When the aircraft is initializing the Ready to Fly status, the aircraft will record the current GPS coordinates as the home point. It is recommended to lift off only after Ready to Fly status is confirmed for the safety of being able to fly back to home point successfully in case the Failsafe mode is initiated.

Go Home Procedures

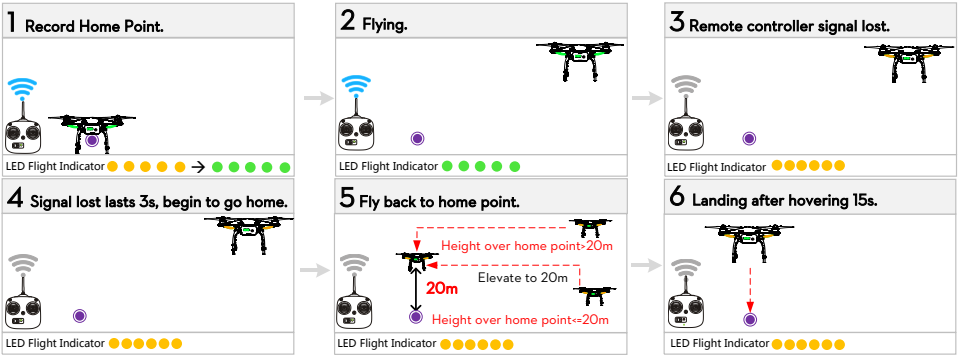


Figure 6-2

(1) In a Failsafe situation, if less than 6 GPS satellites are found for more than 20 seconds, the aircraft will descend automatically.

In Phantom 2 mode, users can set a new home point manually when the aircraft is in “Ready to fly” status as long as a home point has been recorded automatically. Quickly flipping the S2 switch of the remote controller from upper most to lower most positions 5 times or more will reset the current aircraft position as a new home point of PHANTOM 2. When successfully reset, you will see a series of rapid green blinks on the LED Flight Indicator. The definition of “home point” is:

(1) The home point is the place PHANTOM 2 returns to when the control signal is lost, which is recorded last time.

(2) The home point is used to calculate the horizontal distance between you and the aircraft, the distance will be displayed as D if using iOSD module.

Regaining Control during Failsafe Procedure

Position of Switch S1	Position-1	Position-2	Position-3 (No triggering the Failsafe)
How to regain control	When the S1 switch is switched to Position-1, toggle the S1 switch to any other position once to regain control. If remote controller´s signal is recovered, control is returned back to the pilot.	Regain control as soon as signal is recovered.	

6.5 Low Battery Capacity Warning Function

The low battery capacity warning alerts users when the battery is close to depletion during flight. When it appears, users should promptly fly back and land to avoid accidental damage. The PHANTOM 2 has two levels of low battery capacity warning. The first appears when the battery has less than 30% power and the second appears when it has

less than 15% power.

(1) When battery power drops below 30% and LED indicator will blink red slowly.

(2) At lower than 15% the LED indicator will blink red rapidly, the PHANTOM 2 will also begin to descend and land automatically. After it has landed, keep the throttle stick at its lowest point or execute CSC.

(3) There is a hidden third low battery threshold in addition to the 1st and 2nd level warnings. This uses 10.65V as its threshold. Both this voltage threshold and the 2nd Level Low Battery Warning will trigger auto-landing. Altitude can be maintained if necessary by pushing up on the throttle stick.

(1) Remember to fly your PHANTOM 2 back as soon as you see a low battery capacity warning.

(2) Keeping the battery contact needles and pads clean is very important. Any dirt and dust may cause a communication failure.

6.6 Flight Limits Function

All UAV (unmanned aerial vehicle) operators should abide by all regulations from such organizations at ICAO (International Civil Aviation Organization) and per country airspace regulations. For safety reasons, the flight limits function is enabled by default to help users use this product safely and legally. The flight limits function includes height, distance limits.

In Ready to Fly status, height, distance limits works together to restrict the flight. In Ready to Fly (non-GPS) status, only height limit works and the flying height restricted to be not over 120m.

(1) The default parameters in the Assistant Software is compliant within the definitions of class G ruled by ICAO. (Refer to Airspace Classification to get more details). As each country has its own rules, make sure to configure the parameters to comply with these rules too, before using the PHANTOM 2.

(2) Users in Mainland China can refer to 民用航空空域使用办法.

Max Height & Radius Limits

The Max Height & Radius restricts the flying height and distance. Configuration can be done in the PHANTOM 2 Assistant. Once complete, your aircraft will fly in a restricted cylinder.

Figure 6-3

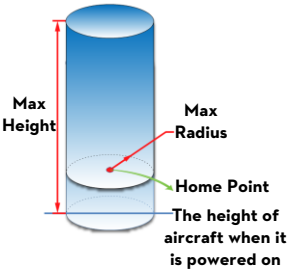


Figure 6-4

Ready to Fly			
	Limits	**Ground Station**	**Rear LED flight indicator**
Max Height	The flight height is restricted to fly under the max height.	Warning: Height limit reached.	None.
Max Radius	The flight distance is restricted to fly within the max radius.	Warning: Distance limit reached.	Rapid red flashings when close to the Max radius limit.

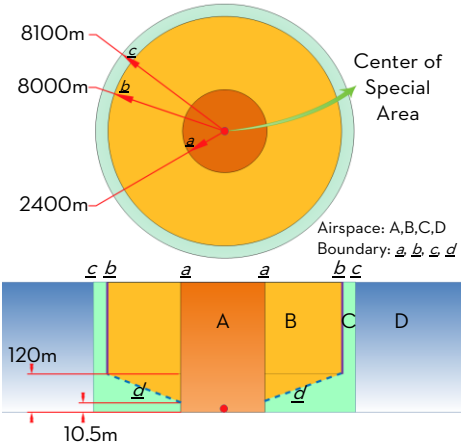
Ready to Fly(non-GPS)			
	Flight Limits	**Ground Station**	**Rear LED flight indicator**
Max Height	The flight height is restricted to fly under the minor height between the Max height and 120m.	Warning: Height limit reached.	None.
Max Radius	Not limited, no warnings or LED indicators.		

(1) If the aircraft flies out of the limits, you can still control your aircraft except to fly it further away.

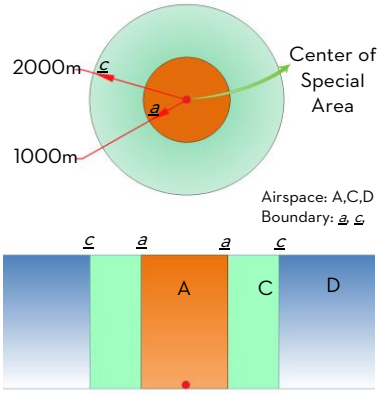
(2) If the aircraft is flying out of the max radius in Ready to Fly (non-GPS) status, it will fly back within the limits range automatically if 6 or more GPS satellites have been found.

6.7 Flight Limits of Special Areas

Special areas include airports worldwide. All special areas are listed on the DJI official website. Please refer to http://www.dji.com/fly-safe/category-mc for details. These areas have been divided into category A and category B.



Category A



Category B

Ready to Fly 		
Airspace	**Limits**	**Rear LED Flight Indicator**
A Orange	Motors will not start.	
	If the Phantom flies into a special area in Ready to Fly (non-GPS) mode and Ready to Fly mode activates, it will automatically descend and land then stop its motors.	
B Yellow	If the Phantom flies into a special area in Ready to Fly (non-GPS) mode and Ready to Fly mode activates, it will descend to airspace C and hover 5 meters below edge *d*.	
C Green	No restrictions of flight, but the Phantom will not enter Category A, the aircraft can fly free, but it will not enter Airspace B through Boundary *b & d*. Around Category B sites, the phantom can fly freely, but it will not enter into Airspace A through Boundary *a*.	
D Blue	No restrictions.	None.

Semi-automatic descent: All stick commands are available except the throttle stick command during the descent and landing process. Motors will stop automatically after landing. Users must toggle the S1 switch to regain control. This is the same as regaining control during Failsafe. Please refer to Regaining Control During Failsafe Procedure (Page23).

(1) When flying in the airspace (A/B/C) of restricted special area, LED flight indicators will blink red  quickly and continue for 3 seconds, then switch to indicate current flying status and continue for 5 seconds at which point it will switch back to red blinking.

(2) For safety reasons, please do not fly close to airports, highways, railway stations, railway lines, city centers and other special areas. Try to ensure the aircraft is visible.

6.8 Conditions of Flight Limits

In different working modes and flight modes, flight limits will differ according to number of GPS satellites found. The following table demonstrates all the cases(**√: available;** ×:unavailable).

All flights are restricted by height, distance and special areas simultaneously. The Failsafe and Ground Station operations are not restricted to flight limits, but if Ground Station function is used, the flight will be restricted the special area limits built in to Ground Station. Refer to the Ground Station manual for details.

Phantom mode			
Flight Status	**Limits of Special Area**	**Max Height**	**Max Radius**
Ready to Fly	√	√	√
Ready to Fly (non-GPS)	×	√	×

Naza-M mode				
Control Mode	**number of GPS found**	**Limits of Special Area**	**Max Height**	**Max Radius**
GPS	≥6	√	√	√
	< 6	×	√	×
ATTI.	≥6	√	√	×
	< 6	×	√	×
Manual	≥6	×	×	×
	< 6	×	×	×

Disclaimer

Please ensure that you are kept up to date with International and Domestic airspace rules and regulations before using this product. By using this product, you hereby agree to this disclaimer and signify that you have read this fully. You agree that you are responsible for your own conduct and content while using this product, and for any direct or indirect consequences caused by not following this manual, violate or disregard any other applicable local laws, administrative rules and social habits thereof.

7 Assistant Software Installation and Configuration

7.1 Installing Driver and PHANTOM 2 Assistant Software

Installing and running on Windows

1. Download driver installer and Assistant Software installer in EXE format from the download page of PHANTOM 2 on the DJI website.
2. Connect the PHANTOM 2 to a PC via a Micro-USB cable.
3. Run the driver installer and follow the prompts to finish installation.
4. Next, run the Assistant Software installer and follow the prompts to finish installation.
5. Double click the PHANTOM 2 icon on your Windows desktop to launch the software.

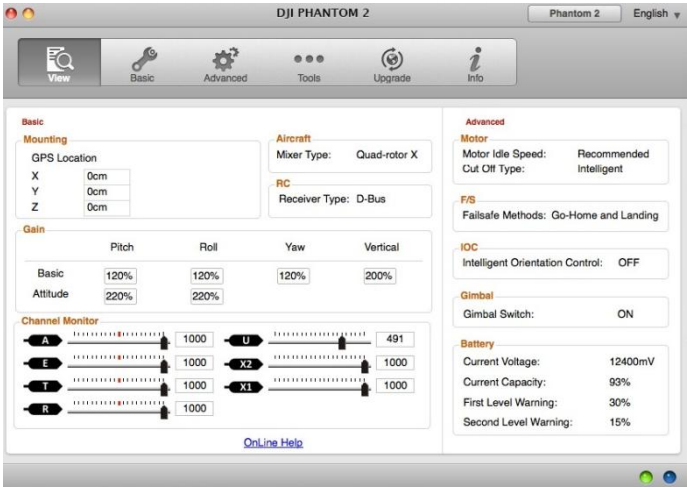
⚠ The installer in EXE format only supports Windows operating systems (Win XP, Win7, Win8 (32 or 64 bit)).

Installing and running on Mac OS X

1. Download the Assistant Software installer in DMG format from the download page of PHANTOM 2 on the DJI website.
2. Run the installer and follow the prompts to finish installation.

3. When launching for the first time if use Launchpad to run the PHANTOM 2 Assistant Software, Launchpad won't allow access because the software has not been reviewed by Mac App Store.

4. Locate the PHANTOM 2 icon in the Finder, press the Control key and then click the PHANTOM 2 icon (or right-click the PHANTOM 2 icon using a mouse). Choose Open from the shortcut menu, click open in the prompt dialog box and then software will launch.
5. After the first successful launch, directly launching of the software can be achieved by double-clicking the PHANTOM 2 icon in the Finder or using Launchpad.

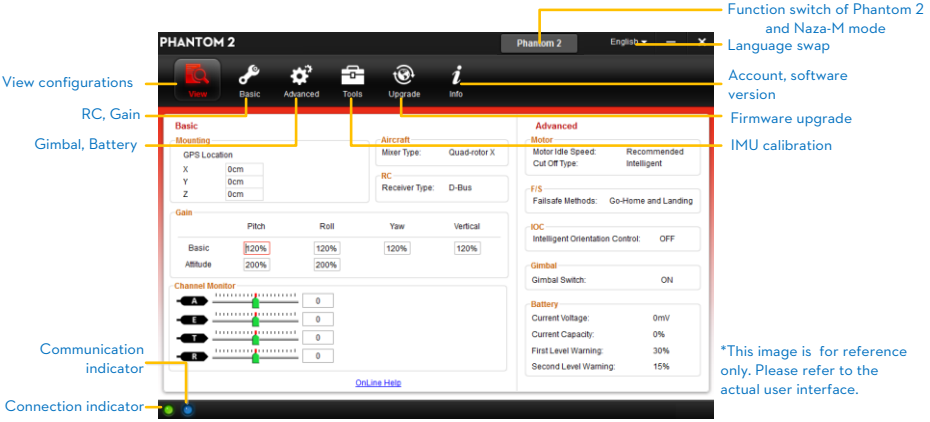


Installer in DMG format supports only Mac OS X 10.6 or above.

Usage of PHANTOM 2 Assistant Software on Mac OS X and Windows are exactly the same. The Assistant Software pages appear in other places of this manual are on the Windows for example.

7.2 Using the PHANTOM 2 Assistant Software on a PC

1. Start up the PC, power on the PHANTOM 2, then connect the PHANTOM 2 to the PC with a Micro-USB cable. DO NOT disconnect until configuration is finished.
2. Run the PHANTOM 2 Assistant Software and wait for the PHANTOM 2 to connect to the Assistant Software. Observe the indicators on the bottom of the screen. When connected successfully, the connection indicator is and communication indicator is blinking .
3. Choose [Basic] or [Advanced] configuration pages.
4. View and check the current configuration in the [View] page.



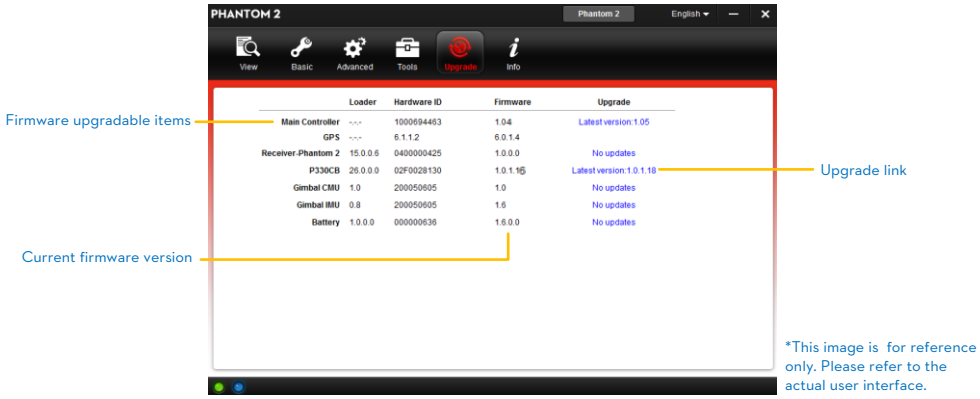
(1) Users should not enable the Naza-M function before finishing Advanced Flight Maneuvers procedure in the " PHANTOM Pilot Training Guide". If the Naza-M mode is enabled, users can switch the control mode between ATTI. Mode, GPS Mode or Manual Mode, and access the advanced settings (e.g. IOC). In addition, the LED located on the rear frame arms will display Naza-M flight status indications instead of the PHANTOM 2's indicators. Do not enable the Naza-M mode unless you are an experienced user or guided by a professional.

(2) You can change to the Phantom 2 mode by clicking the same button used to turn on the Naza-M mode. This operation will disable the Naza-M mode and enable Phantom 2 mode. All parameters will be returned to factory settings.

7.3 Firmware upgrade of PHANTOM 2

Please refer to the PHANTOM 2 Assistant Software to install driver and PHANTOM RC Assistant Software, and then follow the procedures below to upgrade the software and firmware; otherwise the PHANTOM 2 might not work properly.

1. An internet connection is required to upgrade PHANTOM 2's firmware.
2. Click the [Upgrade] icon to check the current firmware version and whether the installed firmware is the latest version. If not, click the relative links to upgrade.
3. Be sure to wait until the Assistant Software shows "finished". Click OK and power cycle the PHANTOM 2 after 5 seconds. Once completed, the firmware is up to date.



(1) DO NOT power off until the upgrade is finished.

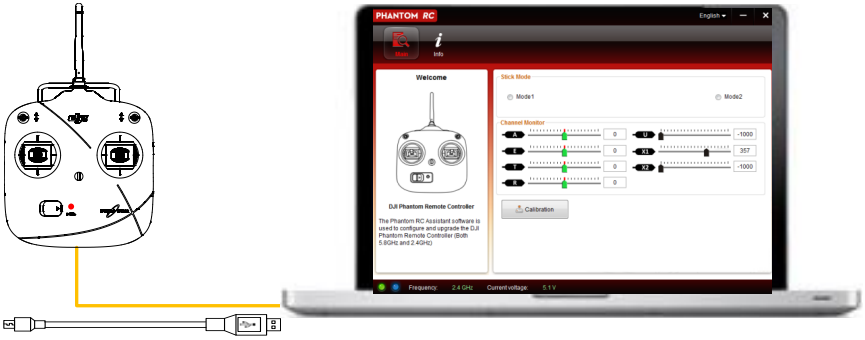
(2) If the firmware upgrade failed, the main controller will enter a waiting for firmware upgrade status automatically. If this happens, repeat the above procedures.

Firmware upgradable items: (1) Main Controller (2) P330CB(Main Board) (3) Receiver (4) Gimbal CMU (5) Gimbal IMU (6) Battery

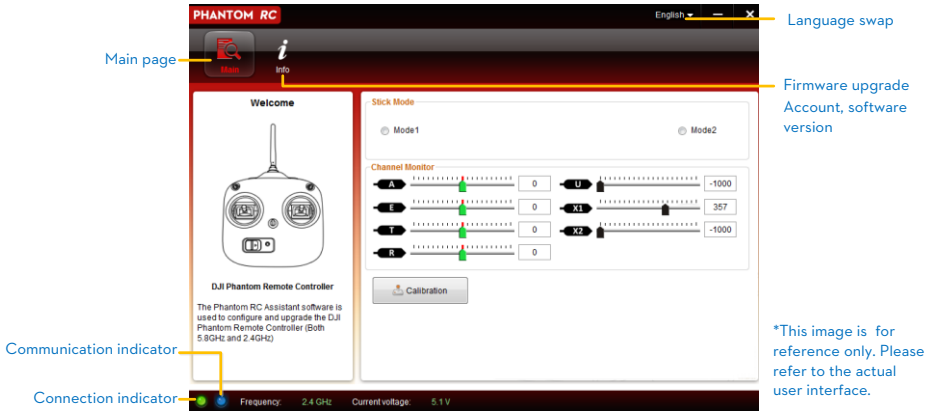
7.4 PHANTOM RC Assistant Software Description

Please follow the procedures to finish the configuration of the remote controller.

1. Turn off the remote controller and find the Micro-USB port on the bottom of it.
2. Start up the PC, power on the remote controller, and then Connect the remote controller to the PC with a Micro-USB cable. DO NOT disconnect until the configuration is finished.
3. Run the PHANTOM RC Assistant Software and wait for the remote controller to connect to the Assistant Software. Observe the indicators on the bottom left of the screen. When connected successfully, the connection indicator is and communication indicator is blinking .
4. Finish configuration in the [Main] page.
5. Finish upgrade in the [Info] page if necessary.



Main page of the 2.4GHz remote controller



8 Appendix

8.1 Specifications

Aircraft	
Operating environment temperature	-10℃ to 50℃
Power consumption	5.6W
Supported Battery	DJI Intelligent battery
Weight (including the battery)	1000g
Recommend payload	≤1300g
Maximum payload	1350g
Hovering Accuracy (Ready to Fly)	Vertical: 0.8m; Horizontal: 2.5m
Max Yaw Angular Velocity	200°/s
Max Tiltable Angle	35°
Max Ascent / Descent Speed	Ascent: 6m/s; Descent: 2m/s
Max Flight Speed	15m/s (Not Recommended)
Wheelbase	350mm
2.4GHz Remote Controller	
Operating Frequency	2.4GHz ISM
Communication Distance (open area)	1000m
Receiver Sensitivity (1%PER)	-97dBm
Working Current/Voltage	100 mA@6V
Battery	4 AA Batteries
DJI Intelligent Battery	
Type	3S LiPo Battery
Capacity	5200mAh, 11.1V
Charging Environment Range	0℃ to 40℃
Discharging Environment Range	-20℃ to 50℃

8.2 LED Flight Indicators Description

Aircraft in Normal status	Descriptions
	Power On Self-Test
	Warming Up & Aircraft cannot take off during warming up
	Ready to Fly
	Ready to Fly (non-GPS)
Aircraft in abnormal status	**Warnings and errors**
	Remote Controller Signal Lost

	1st Level Low Battery Capacity Warning
	2nd Level Low Battery Capacity Warning
	Not Stationary or Sensor Bias is too big
	Errors & Aircraft cannot fly.*
	Compass data abnormal because of ferro-magnetic interference or the compass needs calibration.

* Users can connect to the PHANTOM 2 Assistant Software to get detailed information about warnings and errors.