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

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

September 21, 2015

Exemption No. 12947
Regulatory Docket No. FAA−2015-2562

Mr. Brad Robey
Owner
Drone Ad Sales, LLC
1969 Soute Beverly Glen Boulevard
Suite #101
Los Angeles, CA 90025

Dear Mr. Robey:

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 June 18, 2015, you petitioned the Federal Aviation Administration (FAA) on behalf of Drone Ad Sales, LLC (hereinafter petitioner or operator) for an exemption. The petitioner requested to operate an unmanned aircraft system (UAS) to conduct aerial photography, video, and survey for various marketing industries..

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 Inspire 1.

The petitioner requested relief from 14 CFR part 21, *Certification procedures for products and parts, Subpart H—Airworthiness Certificates*. 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 the requested 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]. 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, Drone Ad Sales, 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

[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.

the extent necessary to allow the petitioner to operate a UAS to perform aerial data collection. This exemption is subject to the conditions and limitations listed below.

Conditions and Limitations

In this grant of exemption, Drone Ad Sales, 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 Inspire 1 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 not 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 September 30, 2017, unless sooner superseded or rescinded.

Sincerely,

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

Enclosures

Drone Ad Sales, LLC

1969 S. Beverly Glen Blvd
Suite #101
Los Angeles, CA 90025

Docket Operations, M-30
U.S. Department of Transportation
Room W12-140, West Building Ground Floor 1200 New Jersey Avenue, SE.
Washington, DC 20590-0001

Re: Exemption Request under Section 333 of the FAA Reform Act and Part 11 of the Federal Aviation Regulations

Dear Sir or Madam:

Pursuant to Section 333 of the FAA Modernization and Reform Act of 2012 (the "Reform Act") and 14 C.F.R. Part 11, Drone Ad Sales, LLC (Operator) seeks an exemption from Federal Aviation Regulations (FARs) to allow commercial operations of their UASs (Unmanned Aerial Systems) for the purpose of conducting aerial photography, video, and survey for various marketing industries.

Regarding the Unmanned Aircraft Systems

1. The requested exemption would support an application for a commercial Certificate of Authorization (COA) to use the below described UAS, so long as operations are conducted within and under the conditions outlined herein or as may be established by the FAA as required by Section 333. Like the FAA, it is the Operator's mission to provide the safest and most efficient means of Civil Commercial implementation into the National Airspace System (NAS). Furthermore, the Operator is comprised of members with the equivalent of a FAA Commercial Certificate or higher adding an additional layer of high regard for safe operations as well as the necessary high-level of understanding of the NAS and FARs.

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~ DJI Inspire 1 – Reference Inspire 1 User Manual (EN) v1.0

- The Inspire 1 is a quadcopter UAS capable of capturing 4K video and transmitting an HD video signal to a ground station. Equipped with retractable landing gear, it can capture an unobstructed 360 degree view from its camera. The built-in camera has an integrated gimbal to maximize stability and weight efficiency while minimizing space. When no GPS signal is available, Vision Positioning technology provides hovering precision.

2. Reference Inspire 1 Maintenance Manual v1.0

3. Reference Inspire 1 User Manual (EN) v1.0 [FCC Compliance – Appendix Pg 62]

Regarding the Unmanned Aircraft PIC

4. Operator proposes to operate its UASs with a pilot holding, at a minimum, a private pilot certificate.

- The UAS PIC will be trained in advance for the safe operation of the UAS to be operated. This will include operation of the UAS both in normal and emergency modes of operation, and will include familiarization with the user manual published by the UAS manufacturer. Training will also include types of maneuvers to be performed and the safe operation in relation to persons, property and applicable airspace.

- The PIC must have accumulated a minimum of 100 flight cycles and 25 hours of total time as a UAS pilot and at least 10 hours logged as a UAS's pilot with a similar UAS type.

- All operations must utilize Visual Observers (VOs). VOs who are not pilots will attend ground training to understand the roles of an observer, communication procedures, and proper visual scan techniques, operations at non-towered airports, and appropriate sections of the Aeronautical Information Manual.

5. The PIC must possess at least a third-class airman medical certificate for all of petitioner's flight operations.

Regarding the Operation of the Unmanned Aircraft

6. Operator proposes Civil Commercial operation of an UAS to operate in the following manner:

- Aerial photography and/or video for public and/or private use including real estate, architecture, land surveying, engineering and other related professional commercial marketing activities.

- Aerial video and/or photography for public and/or private use including television, public events, cinematography and news gathering.

- Aerial inspection/photography of residential/commercial structures under contract with the owners or local government authority.

- Aerial inspection/photography of residential/commercial utility infrastructure including but not limited to electrical power lines, wind turbines and cell towers.

- Aerial video/photography or providing live video feed (so as long as all other parameters are met contained herein) to assist with search and rescue operations in cases of an emergency or natural disaster only when the local authorities or government has requested it by contract or donation.

- The ability to offer training to persons individually or belonging to both private and/or public organizations that have interests in the use and application of a UAS for the purpose of the safe operation of a UAS to enhance the safety of the National Airspace System (NAS) as well as for the protection of the persons and property.

- For additional operator adherence:
  - Reference–Inspire 1 Safety Guidelines v1.0

7. The UAS may not be flown at an indicated airspeed exceeding 29 knots (15 m/s). The UAS must be operated at an altitude of no more than 400 feet above ground level (AGL). 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. 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.

- A briefing will be performed regarding the planned UAS operations prior to each day's flight consisting of all the days' production activities.

- Flights will be terminated at 20% battery power.

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8. As described fully above, the requested exemption would permit the operation of an UAS under controlled conditions in the NAS that would be a) limited b) controlled c) predetermined and d) will provide safety enhancements to the already safe operations in the industry presently using conventional aircraft. Approval of this exemption would thereby enhance safety and fulfill the Secretary of Transportation's (the FAA Administrator's) responsibilities to "....establish requirements for the safe operation of such aircraft systems in the national airspace system."

Given the small size of the UAS and the controlled environment provided, the proposed operations will adhere to the Reform Act's safety requirements. The approval of this application presents no national security issues. Regarding the level of safety surrounding the proposed operations and the public benefit, reduction in environmental impacts, including but not limited to reduced emissions and noise, the grant of the requested exemption is in the public interest.

9. The UAS may not operate within 5 nautical miles of an airport reference point as denoted on a current FAA-published aeronautical chart unless a letter of agreement with the airport's management is obtained, and the operation is conducted in accordance with a Notice to Airmen (NOTAM), as required by the operator's COA.

10. The UAS 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.

11. Reference – Inspire 1 Safety Guidelines v1.0

12. Operator's Point of Contact – Mr. Brad Robey (310)-890-2028

1969 S. Beverly Glen Blvd. Suite #101
Los Angeles, CA 90025

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13. Operator will obtain required COAs once exemption is granted.

Exemption Requests and Equivalent Level of Safety

14 CFR Part 21, Subpart H: Airworthiness Certificates 14 CFR § 91.203 (a)(1)

Based on the limited size, weight, operating conditions, design safety features, and the imposed conditions and limitations, Operator has demonstrated that its operations would not adversely affect safety compared to similar operations conducted with aircraft that have been issued an airworthiness certificate under 14 CFR part 21, Subpart H. Therefore, as the FAA found for Astraeus Aerial, Exemption 11062, the requested relief from 14 CFR Part 21, and any associated noise certification and testing requirements of part 36, is not necessary.

14 CFR § 45.23 (b) – Display of marks

Since Operator's UAS has no entrance to the cabin, cockpit, or pilot station on which the markings can be placed, two inch lettering will be impossible. Official marking systems for small UAS have not yet been established for operations inside the NAS.

Operator is prepared to mark the UAS with the name of the organization and location nor origin and fulfill any other request by the FAA to this topic in accordance with 45.29 (f) where the pilot, observer, and others working with the sUAS will see the identification of the sUAS. The FAA has issued the following exemptions to this regulation, see Exemption Nos. 8738, 10167, 10167A and 10700.

14 CFR § 61.113 (a) & (b) - Private pilot privileges and limitations

This regulation provides:

(a) This regulation provides that no person that holds a private pilot certificate may act as pilot in command of an aircraft for compensation or hire.

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(b) This allows a private pilot to 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.

All the requirements of a private pilot certificate will prepare the UAS operator for the environment that they will be operating in.

*Please reference Grant of Exemption No. 11062 to Astraeus Aerial (Astraeus), the FAA determined that a PIC with a private pilot certificate operating a UAS would not adversely affect operations in the NAS or present a hazard to persons or property on the ground.

14 CFR § 91.7 (a) & (b) - Civil aircraft airworthiness

This regulation provides:

(a) No person may operate a civil aircraft unless it is in an airworthy condition.

(b) The pilot in command of a civil aircraft is responsible for determining whether that aircraft is in condition for safe flight. The pilot in command shall discontinue the flight when unairworthy mechanical, electrical, or structural conditions occur.

While the operator's UAS will not require an airworthiness certificate, operator is required to ensure that its aircraft is in an airworthy condition – based on compliance with the operating documents prior to every flight. As previously determined with Astraeus Aerial, Exemption 11062, relevant materials may be kept in a location accessible to the PIC in compliance with the regulations.

14 CFR § 91.9 (b)(2) - Civil Aircraft Flight Manual, marking, and placard requirements

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14 CFR § 91.203 (a) & (b) - Civil aircraft: Certifications required

As previously determined with Astraeus Aerial, Exemption 11062, relief from these sections are not necessary. Relevant materials may be kept in a location accessible to the PIC in compliance with the regulations.

14 CFR § 91.109 - Flight instruction: Simulated instrument flight and certain flight tests

This regulation provides that "No person may operate a civil aircraft that is being used for flight instruction unless that aircraft has fully functioning dual controls."

The controls for a UAS do not currently have a set of fully functioning dual controls. If a UAS's pilot is being trained, the pilot performing the training would be directly supervising and could take over the controls from the pilot in training if the need arose. This would be similar to the technique of a "throw-over type" control wheel in some fixed wing aircraft. We feel that this technique meets the intent 91 .109 and provides an equivalent level of safety.

14 CFR § 91.119 - Minimum safe altitudes

This regulation provides that over sparsely populated areas the aircraft cannot be operated closer than 500 feet to any person, vessel, vehicle, or structure.

Since the typical mission of this UAS would be photography or survey of persons, vessels, vehicles or structures it would be necessary to operate closer than 500 feet to the items listed. Operations will only be flown over property or persons where permission has been obtained, and careful pre-planning has been performed. Further, UAS aircraft operate at a very slow airspeed, and a low mass, and do not need as much space to operate safely, as outlined in 91.119. We believe the slower speed, smaller mass and careful pre-planning would provide an equivalent level of safety. Furthermore, Operator can place barriers and/or structures to sufficiently protect nonparticipating person from the UA or debris in the event of an accident.

14 CFR § 91.121 - Altimeter settings

This regulation provides that aircraft shall maintain cruising altitudes by reference to an altimeter setting available within 100 nautical miles of the aircraft.

The UAS will normally be flying close to the ground, and in line of sight of the PIC or an observer. This line of sight operation will provide separation from other aircraft, obstructions and terrain providing an equivalent level of safety. Additionally, the altitude information generated by onboard GPS equipment installed on the aircraft will aid in estimating the altitude.

14 CFR § 91.151 - Fuel requirements for flight in VFR conditions

This regulation provides that no person may begin a flight in an airplane under day- VFR conditions unless there is enough fuel to fly to the first point of intended landing and to fly after that for at least 30 minutes. We feel the intention of this paragraph it to provide a reasonable reserve of energy to plan for a safe landing should there be a delay in landing. Given the close proximity to the ground station, the ability for the UAS to land in a very small space and the built in energy level monitoring of the UAS there is a resulting equivalent level of safety if the flight is planned to be completed with 20% battery energy remaining. We request an exemption to the word "fuel" and ask for an equivalent interpretation with the word "energy".

14 CFR § 91.205 (b) – Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements

Since the Operator's UAS does not have a standard category U.S. airworthiness certificate, relief from 14 CFR § 91.205 is not necessary.

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14 CFR § 91.215 - ATC transponder and altitude reporting equipment and use

Section 91.215 (b)(3) includes provision for aircraft not originally certificated with an engine-driven electrical system or which has not subsequently been certified with such a system installed. For UAS not equipped with a transponder, sub-paragraph (d)(3) authorizes requests for ATC authorized deviations made to the ATC facility having jurisdiction over the concerned airspace within the time periods specified. For operation of an aircraft that is not equipped with a transponder, the request must be made at least one hour before the proposed operation.

14 CFR § 91.401 – 91.417 – Maintenance, preventive maintenance, and alterations

This regulation provides that the operator is primarily responsible for maintaining the aircraft in an airworthy condition, including compliance with part 39 and 43. Operator believes that adherence to their documents containing preflight and post- flight checks for the UAS is sufficient to ensure that safety is not adversely affected.

Respectfully, /s/

Brad Robey 6-18-15

Brad Robey
Owner, Drone Ad Sales, LLC Phone: (888)-688-0024
e-mail: Info@DroneAdSales.com

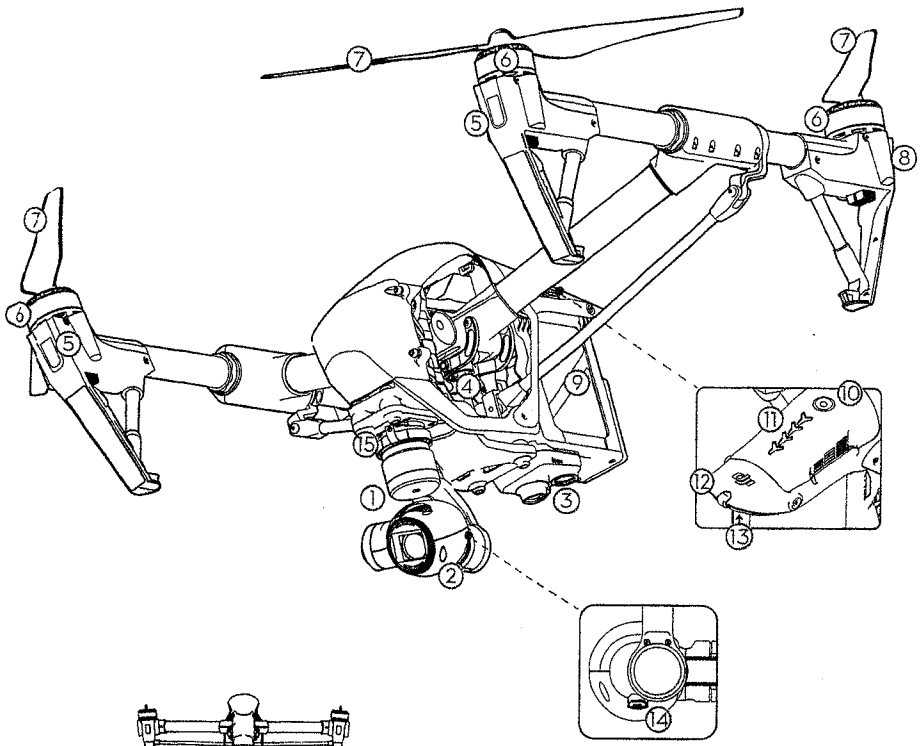
BR 10

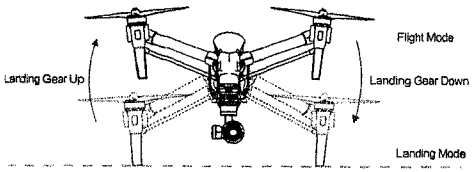
INSPIRE 1

The Inspire 1 is a professional aerial filmmaking and photography platform that is ready to fly right out of the box. Featuring an onboard camera equipped with a 20mm lens and 3-axis stabilized gimbal, it shoots sharp 12mp stills and stable video at up to 4K. Its retractable landing gear pulls up out of view, giving the camera an unobstructed 360 degree view of the world below.

An advanced flight controller makes the Inspire 1 stable, safe and easy to fly indoors or out. The brand new Vision Positioning System gives it the power to hover in position at low altitudes even without GPS. Like all DJI flight controllers, it is also able to return home if remote controller signal is lost or if the low battery warning is triggered.

The Inspire 1 boasts a maximum flight speed 22m/s* and a maximum flight time of 18 minutes* using one fully charged 4500mAh Intelligent Flight Battery.





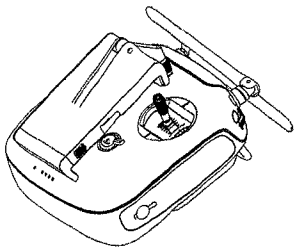
1. Gimbal and Camera
2. Camera Micro-SD Card Slot
3. Vision Positioning System
4. Transformation Mechanism
5. Front LEDs
6. Motors
7. Propellers
8. Rear LEDs
9. Intelligent Flight Battery
10. Power Button
11. Battery Level Indicators
12. Aircraft Status Indicator
13. Aircraft Micro-USB Port
14. Camera Micro-USB Port
15. Gimbal Lock

* Please note that maximum flight speed and maximum run time were tested in a lab environment. These statistics are for reference only, as conditions in your area may vary.

Remote Controller

The maximum transmission distance of the Inspire 1 remote controller is 2km*. The remote controller also allows you to control the landing gear or activate Return to Home with a tap. Other buttons allow instant photo capture, video recording, picture review and gimbal control.

A DJI Lightbridge-based HD video downlink is built-in, letting you see what your camera sees on your mobile device in real time HD. The app also allows you to change camera settings and activate Master/Slave mode so that one person can fly while other controls the gimbal independently. The master and slave controllers communicate using a 5.8Ghz wireless signal, and have a communication range with each other of up to 50 meters.The controller's LiPo battery has a maximum run time of approximately four hours and can be charged by plugging directly into the controller.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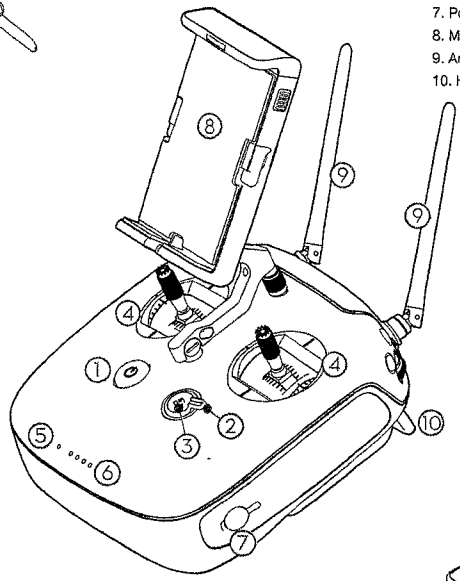
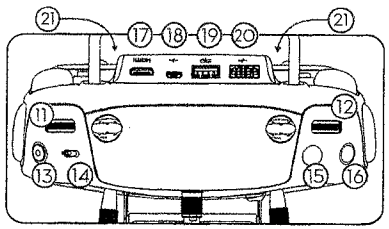
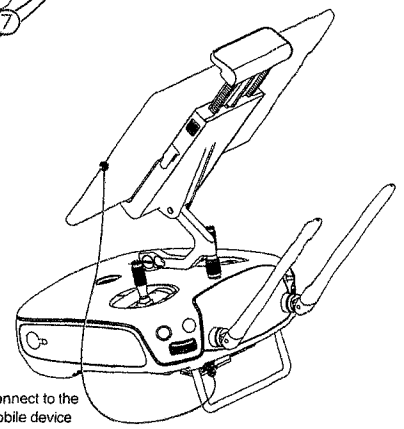
1. Power Button
2. Transformation Switch
3. Return to Home (RTH) Button
4. Control Sticks
5. Status LED
6. Battery Level LEDs
7. Power Port
8. Mobile Device Holder
9. Antennas
10. Handle Bar



11. Gimbal Dial
12. Camera Settings Dial
13. Video Recording Button
14. Flight Mode Switch
15. Shutter Button
16. Playback Button
17. Mini-HDMI Port
18. Micro-USB Port
19. CAN-Bus Port
20. USB Port
21. Back Buttons (Reserved)




Connect to the mobile device

* Please note that the max transmission distance were tested in a lab environment. This statistic is for reference only, as conditions in your area may vary.

Fly Safe

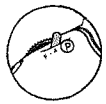
• Calibrating the Compass

Make sure to calibrate the compass in every new flight location. The compass is very sensitive to electromagnetic interference, which can cause abnormal compass data leading to poor flight performance or even failure. Regular calibration is required for optimum performance. Recalibrate the compass when: a) The Aircraft Status Indicator is blinking red and yellow. b) Flying in a new location.

- DO NOT calibrate your compass where there is a chance of strong magnetic interference, such as magnetite, parking structures, and steel reinforcements underground.
- DO NOT carry ferromagnetic materials with you during calibration such as keys or cellular phones.
- DO NOT calibrate beside massive metal objects.
- If the Flight Status LED is showing solid red, then try to calibrate again. If it is blinking red and yellow alternately after placing the aircraft on the ground, the compass has detected magnetic interference. Change your location.

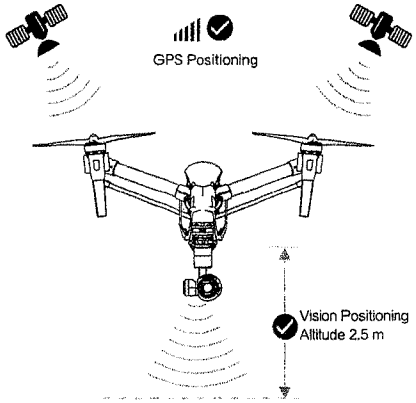
• P Mode:

Safe to fly. In this mode, the Inspire 1 has a strong GPS signal and can use the Vision Positioning System allowing it to hover accurately in position indoors and out. If outdoors, this mode also means that a Home Point has been locked so that it can Return to Home if the control signal is lost.

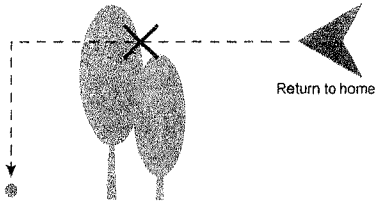


If you are not in this mode, toggle the Flight Mode Switch to P position to enable it.

The Flight Mode Switch is locked in P mode by default. Refer to the User Manual on how to unlock the switch.



There are three states in P mode.
P-GPS: GPS works best when outdoors in a wide open area, and your Inspire 1 uses GPS to hover in place when the GPS signal is strong. P-OPTI: If GPS is not available, the aircraft can use the Vision Positioning System to hover accurately. P-ATTI: Neither GPS or Vision Positioning System available, aircraft is using only its barometer for positioning, so only altitude is controlled.
Note that the Vision Positioning System may not work properly when the Inspire 1 is flying over water, over surfaces without a clear pattern, or in a low light environment.



• Return to Home:

When the GPS signal is strong, the aircraft will be able to record a Home Point and return to the Home Point when needed. The GPS location is recorded when the GPS signal icon in the DJI Pilot app is either yellow or green.
The aircraft will return to the Home Point automatically in the following cases (all require a strong GPS signal).
Smart RTH: When you press the RTH button on the remote controller or in the App. Low Battery RTH: The DJI Pilot app notifies users to take action when the battery level falls to a specified threshold.
Failsafe RTH: When the remote controller signal is lost.

• While returning home, its altitude can be adjusted by the user to avoid obstructions. Tall buildings may affect the remote controller signal. The Failsafe Return to Home procedure will be triggered if the signal is lost. Be sure fly higher than any nearby buildings to avoid crashing.

• Flight Limits:

The Inspire 1 is not permitted to fly within no-fly zones as specified by local laws and regulations. Please visit here:
http://www.dji.com/fly-safe for more information.

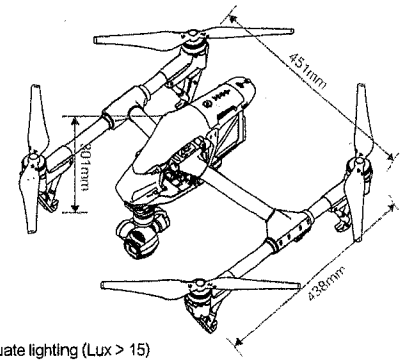
• Environmental Considerations:

1. Do not fly in severe weather conditions. This includes high wind, snow, rain and smog.
2. Only fly in open areas. Tall buildings and steel structures may affect the accuracy of the onboard compass and GPS signal.
3. Avoid from obstacles, crowds, high voltage power lines, trees or bodies of water.
4. Minimize electromagnetic interference by not flying in areas with high levels of electromagnetism, including mobile phone base stations or radio transmission towers.
5. Aircraft and battery performance is subject to environmental factors such as air density and temperature. Be very careful when flying 14700 feet (4500 meters) or more above sea level as battery and aircraft performance may be reduced.
6. The Inspire 1 cannot operate in P mode or use GPS at polar latitudes. It only can fly in ATTI mode and use the Vision Positioning System.

Appendix

- Aircraft (Model: T600)

Weight (Battery Included)	2935g
Maximum Weight of Payload	3400g
Max Tilt Angle	35°
Max Ascent Speed	5m/s
Max Descent Speed	4m/s
Max Speed	22m/s (ATTI mode, no wind)
Max Flight Altitude	4500m
Max Flight Time	Approximately 18 minutes
Operating Temperature Range	−10°C to 40°C



- Gimbal (Model: ZENMUSE X3)

Angular Vibration Range	±0.03°
Controllable Range	Pitch: −90° to +30° Pan: ±320°
Max Controllable Speed	Pitch: 120°/s Pan: 180°/s

- Vision Positioning

Velocity Range	<8m/s (Altitude 2m)
Altitude Range	5cm−500cm
Operating Environment	Surface with clear pattern and adequate lighting (Lux > 15)
Operating Range	0−250 cm

- Camera (Name/Model: X3/FC350)

Sensor	Sony EXMOR 1/2.3" Effective pixels:12.4M (total pixels: 12.76M)
Lens	FOV (Field Of View) 94° 20mm (35mm format equivalent) f/2.8 Focus at ∞
ISO Range	100−3200 (video) 100−1600 (photo)
Electronic Shutter Speed	8 s−1/8000 s
Image Max Size	4000x3000
Still Photography Modes	Single shoot; Burst shooting: 3/5/7 frames Auto Exposure Bracketing (AEB): 3/5 bracketed frames at 0.7EV Bias; Time-lapse
Video Recording Modes	UHD (4K): 4096x2160p24/25, 3840x2160p24/25/30 FHD: 1920x1080p24/25/30/48/50/60 HD: 1280x720p24/25/30/48/50/60
Max Bitrate Of Video Storage	60Mbps
Supported File Formats	FAT32/exFAT Photo: JPEG, DNG Video: MP4/MOV (MPEG-4 AVC/H.264)
Supported SD Card Types	Micro SD, Max capacity: 64GB. Class 10 or UHS-1 rating required
Operating Temperature Range	0°C to 40°C

- Remote Controller (Name: C1)

Operating Frequency	922.7MHz−927.7MHz (Japan only) 5.728GHz−5.850 GHz 2.400GHz−2.483GHz
Transmitting Distance	2km (outdoor and unobstructed)
Video Output Port	USB, Mini-HDMI
Operating Temperature Range	−10°C to 40°C
Battery	6000mAh LiPo 2S

- Charger (Model: A14−100P1A)

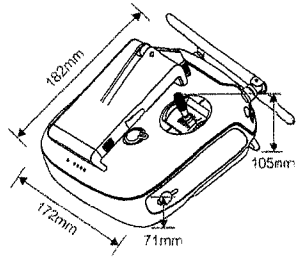
Voltage	26.3V
Rated Power	100W

- Intelligent Flight Battery (Model: TB47, Standard)

Capacity	4500mAh
Voltage	22.2V
Battery Type	LiPo 6S High voltage battery
Energy	99.9Wh
Net Weight	570g
Operating Temge	−10°C to 40°C
Max Charging Power	180W

- Intelligent Flight Battery (Model: TB48, Optional)

Capacity	5700mAh
Voltage	22.8V
Battery Type	LiPo 6S High voltage battery
Energy	129.6Wh
Net Weight	670g
Operating Temge	−10°C to 40°C
Max Charging Power	180W

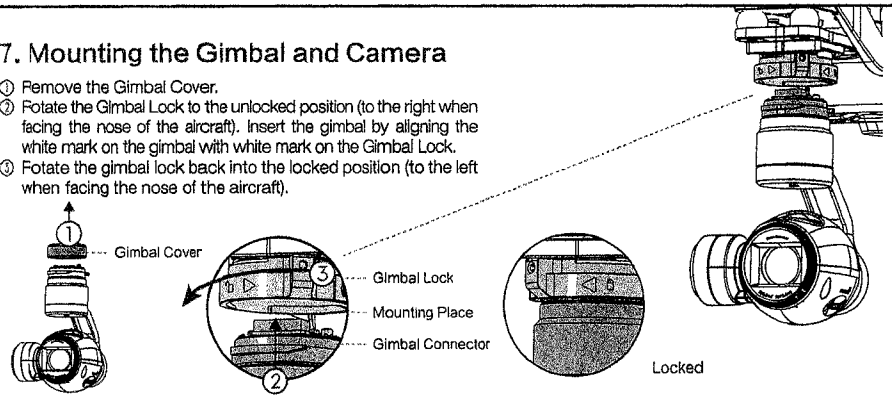


※ This Quick Start Guide is subject to change without prior notice.

CE 1313 RoHS

7. Mounting the Gimbal and Camera

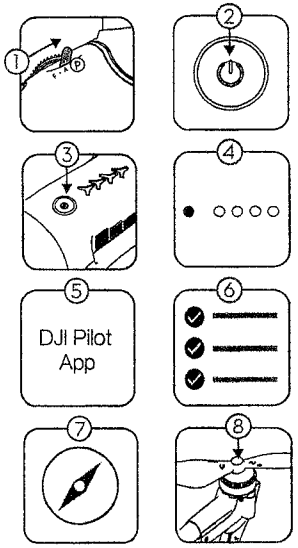
① Remove the Gimbal Cover.
② Rotate the Gimbal Lock to the unlocked position (to the right when facing the nose of the aircraft). Insert the gimbal by aligning the white mark on the gimbal with white mark on the Gimbal Lock.
③ Rotate the gimbal lock back into the locked position (to the left when facing the nose of the aircraft).



8. Preparing for Flight

Place the aircraft on a flat surface, in an open space, with the back facing you.

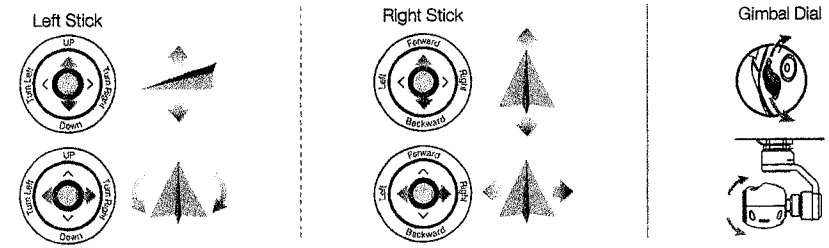
① Move the Flight Mode Switch to the right to select P mode. (P mode is Positioning mode, A mode is ATTI mode, and the F mode is Function mode.)
② Power on the remote controller.
③ Power on the aircraft and wait for the self-check to complete. Do not move the aircraft during the self-check.
④ Ensure the remote controller is linked to the aircraft before flight. Re-link the remote controller to the aircraft if it fails to connect. Refer to the *INSPIRE 1 User Manual* on how to link.
⑤ Ensure the remote controller and your mobile device are connected with a USB cable. Launch the DJI Pilot app when connecting to the aircraft for the first time, and follow the instructions within the app.
⑥ Launch the DJI Pilot app and tap "Camera". Ensure the aircraft is functioning normally by completing the Checklist.Beginner Mode is enabled by default when you launch the DJI Pilot app for the first time. The aircraft's altitude and flight distance is restricted when flying in Beginner Mode. We recommend you fly in Beginner Mode when using the aircraft for the first time. You may disable Beginner Mode in the settings page of the DJI Pilot app.
⑦ Calibrate Compass: tap"MODE"in the app and select "Compass Calibration" to calibrate the compass, then follow on-screen instructions.
⑧ Attach propellers with the black nut onto motors with the black dot and spin counter-clockwise to secure. Attach propellers with gray nut onto motors without a black dot and spin clockwise to secure. Place all propellers onto the correct motor and tighten by hand to ensure security before flight.



- When not in P mode, the Inspire 1 will only maintain attitude, not position, and will drift with wind or user inputs. Return to Home is not available in F mode.

9. Remote Controller Operation

The remote controller is by default set to Mode 2 (throttle controlled by the left-hand stick). Adjust the tilt angle of camera by using the Gimbal Dial.



- You can set the remote controller to different modes using the DJI Pilot app.

10. Flight

Safe to Fly (GPS)

Before taking off, make sure the aircraft status bar in the DJI Pilot app shows "Safe to Fly (GPS)". Otherwise, the aircraft cannot hover in place and record the Home Point.

• Auto Taking – Off & Landing:

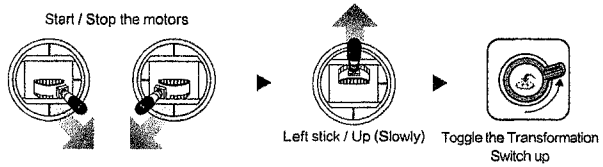
(In the Camera screen of the DJI Pilot app)

Tap and confirm your selection. The aircraft will automatically take off, retract its landing gear, and hover at 1.5 meters after you tap and confirm Auto Take-off.

Tap and confirm your selection. The landing gear will lower and the aircraft will automatically land.

• Manual Take – off & Landing:

Start the motors by pulling both control sticks to the bottom inside corners. Release the sticks once the motors start. Slowly push the left (throttle) stick up to take off. Once in the air, toggle the Transformation Switch up to raise the landing gear.



Gently pull the left (throttle) stick down to lower the aircraft until it touches the ground. Pull both sticks to the bottom inside corners to stop the motors.
After flight, change the aircraft back into Travel Mode. Do not attempt this at the beach, over grass, or over monochromatic carpet. Then place the aircraft on a flat surface and remove the gimbal and camera for transport.

- It is highly recommended that you only take off when the Aircraft Status bar is green.
- The aircraft cannot take off if the Critical Low Battery Warning is active.
- The Intelligent Flight Battery must warm-up if the outside temperature is low. A warning will display in the DJI Pilot app.
- Rotating propellers can be dangerous. Do not start the motors when there are people nearby and always fly in a wide open area.
- Never stop the motors during flight. Power off the aircraft prior to switching off the remote controller after landing.

• Return to Home

1. Press and hold the return home button until the LED surrounding the button is blinking white, and the return home procedure is in process. Press once to stop the procedure.
2. The DJI Pilot app notifies users to take action when the battery level falls to a specified threshold. This warning threshold can be set within the DJI Pilot app. The aircraft will land immediately when it reaches Critical Low Battery Level Warning.
3. Failsafe: The Inspire 1 will enter RTH mode if remote controller signal is lost.

- While returning home, its altitude can be adjusted by the user to avoid obstructions.

Appendix

Aircraft Status Indicator Description

- Slowly: Safe to fly,GPS working
- x2 Double: Vision Positioning System working, no GPS
- Slowly: P-ATTI or ATTI
- Quickly: Not connected to remote controller
- Slowly: Low battery level warning
- Quickly: Critical low battery level warning
- Solid: Critical error
- / Blinking Alternately: Compass calibration required

Remote Controller Status LED

- Remote controller is functioning normally but is not connected to the aircraft.
- Remote controller is functioning normally and is connected to the aircraft.
- Remote controller is in Slave Mode and not connected to the aircraft.
- Remote controller is in Slave Mode and is connected to the aircraft.
- B-B-B... Aircraft low battery warning or remote controller error.
- B—B—... Remote controller has been idle for 5 minutes.

Learn more information from:
www.dji.com/product/inspire-1

Using the Camera

- Adjust the camera parameters using the Camera Settings Dial on the remote controller or through the DJI Pilot app. Press the Shutter Button/Video Record Button to capture photos or record videos.
- Adjust the tilt of the gimbal using the Gimbal Dial.
- Download photos and video from the SD card to your mobile device through the DJI Pilot app. You may also use a SD card reader to export files to your PC.

Using INSPIRE 1

Watch the video tutorials on the official DJI website and read the following documents before using your Inspire 1 for the first time:
Inspire 1 Quick Start Guide, Disclaimer, Intelligent Flight Battery Safety Guidelines, Inspire 1 Safety Guidelines, In the Box, Inspire 1 User Manual.

1. Download the **DJI Pilot** App

Visit http://m.dji.net/djipilot or scan this QR code to download the DJI Pilot app through your mobile device.

DJI Pilot app

2. Watch the Tutorial Videos

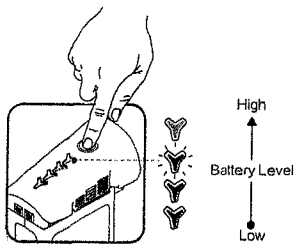
Watch the tutorial videos at www.dji.com or in the DJI Pilot app.

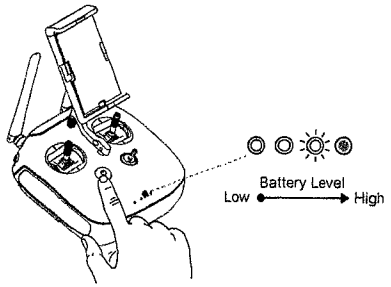
The tutorial videos

- For the best experience, use mobile device with Android 4.1.2 or above. iOS version on the way.
- Read the Inspire 1 User Manual in the DJI Pilot app or official DJI website for more details.

3. Check Battery Levels

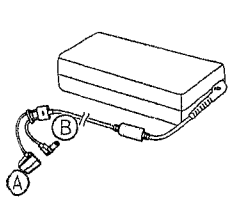
Press the Power Button once on both the Intelligent Flight Battery and remote controller to check battery levels. The Intelligent Flight Battery must be fully charged before using it for the first time. Make sure both batteries are adequately charged before each flight.
Press the power button once then press again and hold for 2 seconds to power on the remote controller. Repeat to power off.
Press the power button once, then press again and hold for 2 seconds to power on the Intelligent Flight Battery. Repeat to power off.

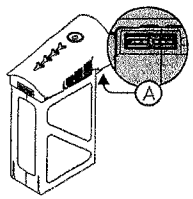


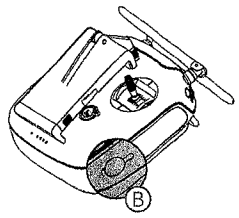


4. Charging

- Only use the official DJI Inspire 1 charger for your Intelligent Flight Battery and remote controller.
- To charge the Inspire 1 Intelligent Flight Battery or the remote controller, connect it to power through the port to a suitable power source (100-240V 50/60Hz).
- It is recommended to turn off the batteries before charging.
- Use the included charger to charge the Intelligent Flight Battery and the remote controller battery. When fully charged, the battery LEDs on the Intelligent Flight Battery and remote controller will turn off.

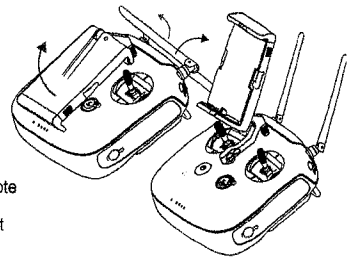


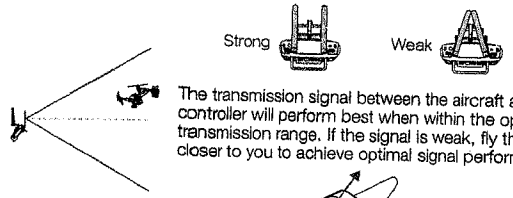




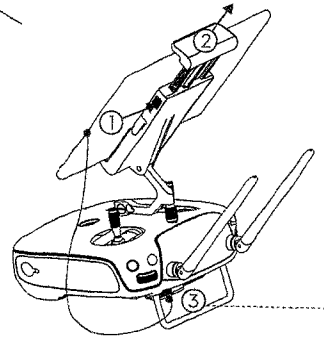
5. Preparing the Remote Controller

Tilt the Mobile Device Holder to the desired position then adjust the antennas as shown. The strength of the remote controller signal is different when the antenna position is different.

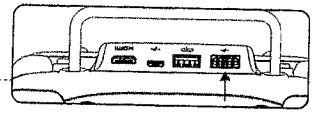




The transmission signal between the aircraft and remote controller will perform best when within the optimal transmission range. If the signal is weak, fly the aircraft closer to you to achieve optimal signal performance.



① Press the button on the side of the Mobile Device Holder to release the clamp.
② Place your device onto the clamp and adjust the clamp to hold it securely.
③ Connect your mobile device to the remote controller with a USB cable. Plug one end of the cable into your mobile device, and the other end into the USB port on the back of the remote controller.



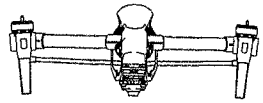
If you have purchased an Inspire 1 with dual remote controllers, the Master remote controller will connect to the aircraft automatically when powered on. Master/Slave mode is disabled by default. Activate it and set it up through the DJI Pilot app. The Master remote controller's Status LED will show solid green when it connected to the aircraft. The Slave remote controller's Status LED will show solid blue when it is connected to the Master controller.

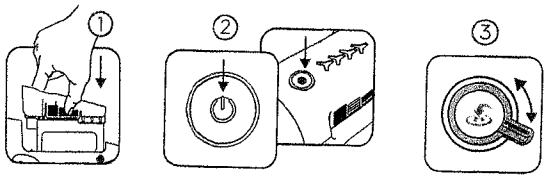
Connecting the Master remote controller to the Slave remote controller:
On the Master remote controller, launch the DJI Pilot app and go to the Camera page. Then tap on the top of your screen to enter the remote controller settings window. Tap "Activate Master/Slave Mode"and select "Master". Then enter your desired connection password for the "Slave" remote controller.
On the Slave remote controller, select "Slave " and tap "Search" to find the Master remote controller. Select the "Master" remote controller from the "Master RC List" and input the connection password.

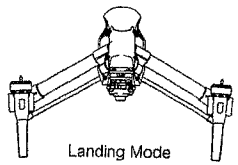
- Do not use other 2.4GHz devices at the same time to avoid signal interference.

6. Preparing the Aircraft

The aircraft is in Travel Mode during delivery. Follow these steps to change it to Landing Mode before your first flight:
① Insert the Intelligent Flight Battery into the battery compartment.
② Power on the remote controller and the Intelligent Flight Battery.
③ Toggle the Transformation Switch up and down at least four times.
Power off the aircraft before mounting the gimbal and camera.


Travel Mode




Landing Mode

- If you have purchased the dual remote controller version, you must use the Master remote controller to deactivate Travel Mode.

14. Damage(s), injuries or any legal responsibilities caused when the aircraft is in the following situations: collision, fire, explosion, floods, tsunamis, subsidence, ice trapped, avalanche, debris flow, landslide, earthquake, etc.
15. Damage(s), injuries or any legal responsibilities caused by infringement such as any data, audio or video material recorded by the use of aircraft.
16. Damage(s), injuries or any legal responsibilities caused by the misuse of the battery, protection circuit, RC model and battery chargers.
17. Consequential damages, injuries or any legal responsibilities caused by any malfunction of an equipment or accessory, including memory cards, that result in the failure of an image or video to be recorded or to be recorded in a way that machine readable.
18. Operators disobey local laws or regulations.
19. Any legal responsibilities, personal or property damage or environmental damages caused by operator noncompliance with local laws and regulations.
20. Damage(s), injuries or any legal responsibilities caused by risky operator behavior without sufficient training.
21. Damage(s), injuries or any legal responsibilities caused by flying in the areas prohibited by laws, regulations, or related entities.
22. Other losses that are not covered by the scope of DJI liability.

EN

WARNING

FCC Warning:

Any Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and

(2) This device must accept any interference received, including interference that may cause undesired operation.

FCC Radiation Exposure Statement:

This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance 20cm between the radiator & your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter

Note: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

1. When using this product, ensure that the antenna of the device is at least 20 cm from any person. Due to the used enclosed material, this product shall only be connected to a USB interface of version 2.0 or higher. The connection to so called "power USB" is prohibited.

CAUSTION: RISK OF EXLPOSION IF BATTERY IS REPLACED BY AN INCORRECT TYPE. DISPOSE OF USED BATTERIES ACCORDING TO THE INSTRUCTION.

DJI hereby declares that this product is in compliance with the essential requirements and other relevant provision of Directive 1995/5/EC.

2. Please note that this product is intended for personal use and should never be used in a manner that infringes upon or contravenes international or domestic law and regulations.
You shall not use this product to:

a) Defame, abuse, harass, stalk, threaten or otherwise violate the legal rights (such as right of privacy and publicity) of others;
b) Photograph people on private property without their consent or photograph in areas where photography is prohibited without prior authorization.
c) Use this product for any illegal or inappropriate purpose other than general personal use (such as spy, military operation , unauthorized investigation and unauthorized detection);
d) Violate or disregard applicable local laws, administrative rules and social habits.

Please be advised that in certain areas, the copying of images and videos from events, performances, exhibitions, or commercial properties by means of a camera may contravene copyright or other legal rights even if the image or video was shot for personal use. In addition, remote control aircraft are banned from conducting commercial activities in certain countries and regions.

If you have any problem you cannot solve during installation, please contact DJI authorized dealers.

E

DISCLAIMER & WARNING

Please read this disclaimer carefully before using this product. This product is not suitable for people under age of 18. By using this product, you hereby agree to this disclaimer and signify that you have read it fully. You agree that you are responsible for your own conduct and content while using this product, and for any consequence thereof. You agree to use this product only for purposes that are proper and in accordance with local regulations, terms and any applicable polices and guidelines DJI may make available.

1. DJI reserves the right to update this Disclaimer & Warning. Any part of this disclaimer is subject to change, please visit www.dji.com and check your email periodically for the latest version.

2. This disclaimer is made in various language versions; in the event of divergence among different versions, English version shall prevail.

INSTRUCTIONS

Please read international and domestic airspace regulations and rules before using this products, should never use this product in a way that infringes upon or contravenes international or domestic laws and regulations. You agree that you are solely 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.

This product is a flying camera that offers easy flight both indoors and out when powered normally and in a good working order.

1. This product works most efficiently with genuine DJI accessories. DJI shall not be liable for any damage or legal responsibilities to this product and/ or accidents resulting from malfunctions of non DJI accessories.
2. This product features a built-in flight control system and we have made its operation as safe as possible. However, it is good practice to remove all propellers before switching it on for calibration and parameter setting.
3. Flight restriction is imposed when fly around the airport. Those who purchased and use this product are considered abiding all regulations from ICAO (International Civic Aviation Organization) and local policy. DJI assumes no responsibility from any violations against the these regulations.
4. Be sure to check all connections and keep children and animals a safe distance away during firmware upgrades, system calibration and parameter setting.

LIMITATION OF LIABILITY

DJI accepts no liability for damage(s), injuries or any legal responsibilities incurred directly or indirectly from the use of this product in the following conditions:

1. DJI takes no responsibility for any misuse arising from failure to follow the Inspire 1 Quick Start Guide, Disclaimer, Intelligent Flight Battery Safety Guidelines, Inspire 1 Safety Guidelines, In the Box, Inspire 1 User Manual or instructions and warnings found on www.dji.com.
2. Damage(s), injuries or any legal responsibilities incurred when users are drunk, taking drugs, under the influence of anesthesia, dizziness, fatigue, nausea and any other conditions both physical and mental that could impair your ability.
3. Damage(s), injuries or any legal responsibilities caused by subjective intentional operations.
4. Any mental damage compensation caused by accident.
5. Damage(s), injuries or any legal responsibilities caused by flying in no-fly zones such as natural reserve.
6. Malfunctions caused by refit or replacement with non-DJI accessories and parts.
7. Damage(s), injuries or any legal responsibilities caused by using third party products or fake DJI products.
8. Damage(s), injuries or any legal responsibilities caused by improper operation or subjective misjudgment.
9. Damage(s), injuries or any legal responsibilities caused by mechanical failures due to product aging.
10. Damage(s), injuries or any legal responsibilities caused by continued flying after low battery alarm is triggered.
11. Damage(s), injuries or any legal responsibilities caused by knowingly flying the aircraft in abnormal conditions (such as when water, oil, soil, sand or other unknown material are inside the aircraft, incomplete assembly, the main components have obvious faults, obvious defect or missing accessories).
12. Damage(s), injuries or any legal responsibilities caused by flying in the following situations such as the aircraft in magnetic interference areas (such as high voltage lines, power stations, broadcasting towers and mobile base stations), radio interference areas, government regulated no-fly zones, if the pilot loses sight of the aircraft, suffers from poor eyesight or is otherwise not suitable for aircraft operation.
13. Damage(s), injuries or any legal responsibilities caused by using in bad weather, such as a rain, heavy wind, snow, hail, lightning, tornadoes and hurricanes.

English

Battery Use

- **Never use non-DJI batteries.** Go to www.DJI.com to purchase new batteries. DJI takes no responsibility for any accidents caused by non-DJI batteries.
- Never use or charge a swollen, leaky or damaged battery. If so, contact DJI or its designated dealers for further assistance.
- **Never install or remove the battery from the aircraft when it is turned on.** Do not insert or remove batteries if the plastic cover had been torn or compromised in any way.
- The battery should be used in temperatures from -10°C to 40°C. Use of the battery above 50°C can lead to a fire or explosion. Use of battery below -10°C can lead to permanent damage.
- Do not use the battery in strong electrostatic or electromagnetic environments. Otherwise, the battery control board may malfunction and a serious accident may happen during flight.
- Never disassemble or pierce the battery in any way, or the battery may catch fire or explode.
- Electrolytes in the battery are highly corrosive. If any electrolytes splash onto your skin or eyes, immediately wash the affected area with fresh running water for at least 15 minutes then see a doctor immediately.
- Check the condition of the battery if it falls out of the aircraft. Make sure the battery is NOT damaged or leaking before putting it back to the aircraft.
- Land the aircraft immediately when the low battery level warning activates in the DJI Pilot app.
- **Do not allow the batteries to come into contact with any kind of liquid.** Do not leave batteries out in the rain or near a source of moisture. Do not drop the battery into water. If the inside of the battery comes into contact with water, chemical decomposition may occur, potentially resulting the battery catching on fire, and may even lead to an explosion. If the battery falls into water with the aircraft during flight, take it out immediately and put it in a safe and open area. Maintain a far distance from the battery until it is completely dry. Never use the battery again, and dispose of the battery properly as described in Battery Disposal below.
- Do not heat batteries. Put out any battery fire using sand or a dry powder fire extinguisher. Never use water to put out a battery fire.
- Do not charge the Intelligent Flight Battery and remote controller at the same time, otherwise the charger may overheat.
- Do not leave batteries in a microwave oven or in a pressurized container.
- Do not place loose battery cells on any conductive surface, such as metal-toppled table.
- Do not put the loose cells in pocket, bag or drawer where they may short-circuit against other items or where battery terminals could be pressed against each other.
- Do not drop or strike batteries. Do not place heavy objects on batteries or charger. Avoid dropping batteries.
- Clean battery terminals with a dry and clean cloth.

Charging the Battery

- Do not attach the batteries to the wall or car charger sockets directly, **always use a DJI approved adapter.** DJI takes no responsibility if the battery is charged using a non-DJI charger. Never leave the battery unattended during charging. Do not charge the battery near flammable materials or on flammable surfaces such as carpet or wood. Do not charge battery immediately after flight, because the battery temperature may be too high. Do not charge the battery until it cools down to near room temperature. Charging battery outside of the temperature range of 0°C-40°C may lead to leakage, overheating, or battery damage.
- Charge and discharge the battery completely once every 20 charge/discharge cycles. Discharge the battery until there is 0% of power or until it can no longer be turned on, then recharge it to the maximum capacity. This power cycling procedure will optimize the battery life.
- DJI intelligent battery is designed to stop charging when it is full. However it is good practice to monitor charging progress and disconnect the batteries when fully charged.
- Disconnect charger when not in use. Examine charger regularly for damage to the cord, plug, enclosure or other parts. Do not clean the charger with denatured alcohol or other flammable solvents. Never use a damaged charger.

Battery Storage

- Keep batteries out of the reach of children and pets.
- Do not leave the battery near heat sources such as a furnace or heater. Do not leave the batteries inside of the vehicle on hot days. The ideal storage temperature is 22°C-28°C.
- Keep the battery dry. Never drop the battery into water.
- Do not drop, strike, impale, or manually short-circuit the battery.
- Keep the battery away from metal objects such as necklaces and hairpins.
- Discharge the battery to 30%-50% of the battery level if it will not be used for 7 days or more. This can greatly extend the battery life.
- Battery discharges automatically to below 65% when it is idle for more than 10 days to prevent the battery from swelling. It takes around 2 days to discharge the battery to 65%. It is normal that you may feel moderate heat emits from the battery during the discharge process. Set the discharging thresholds in the DJI Pilot app.
- The battery will enter hibernation mode if depleted and stored for a long period. When in hibernation mode, if you try to power on the battery, the battery power LED will show a solid red light and the battery level LEDs will all be off. You cannot manually turn off the battery power LED in this state. Leave the battery unattended for 5 minutes, and then it will power off. Recharge the battery to bring it out of hibernation.
- Remove batteries from the aircraft when stored for an extended period.

Battery Disposal

- Dispose of the battery into specific recycling boxes only after a complete discharge. Do not place the battery into regular rubbish bins. Strictly follow your local disposal and recycling regulations of batteries.
- If the power on/off button of the Intelligent Flight Battery is disabled and the battery cannot be fully discharged, please contact a professional battery disposal/recycling agent for further assistance.

Notice

- Before carrying the Intelligent Flight Battery on a airline flight, it must first be fully discharged. This can be done by using it in your Inspire 1 or by connecting your remote controller to the battery using the Remote Controller Charging Cable. Only discharge the battery in a fireproof location.
- Store Intelligent Flight Batteries in a ventilated location.
- Should you require to carry the battery onto the plane, it is recommend to discharge the battery to the range between 10% and 20% in order to ensure the safety of the battery.

中文

使 用

- **严禁使用非 DJI 官方提供的电池。**如需更换，请到 DJI 官网查询。因使用非 DJI 官方提供的电池而引发的电池事故、飞行故障，DJI 概不负责。
- 在将电池安装或者拔出于飞行器之前，请保持电池的电源关闭。**请勿在电池电源打开的状态下，拔插电池，否则可能损坏电源接口。**
- 电池应在环境温度为 -10℃至 40℃之间使用。**温度过高，会引起电池着火，甚至爆炸。**温度过低，电池寿命会受到严重损害。
- 禁止在强静电或者磁场环境中使用电池。**否则，电池保护板会失灵，导致飞行器发生严重故障。**
- 禁止以任何方式拆解或用尖利物体刺破电池。否则，会引起电池着火甚至爆炸。
- 电池内部液体有强腐蚀性。如有泄露，请远离。如有溅射到人体皮肤或者眼睛里，请立即用清水冲洗至少 15 分钟，并立即就医。
- 若电池从飞行器中摔落，再次使用前，务必确保电池外观无损，无破损、无漏液、无变形等问题。
- 若飞行器进入低电量报警模式，应尽快降落并停止飞行，更换新电池或者对电池进行充电。
- **请勿将电池浸入水中或将其弄湿。**电池内部接触到水后可能会发生分解反应，引发电池自燃，甚至可能引发爆炸。如果电池在飞行器飞行过程中或其它情况下意外坠入水中，请立即拔出电池并将其置于安全的开阔区域，这时应远离电池直至电池完全晾干。晾干的电池不得再次使用，应该按照本文的废弃方法妥善处理。
- 若电池发生起火，应立即采用“窒息灭火法”，如使用沙子或固体或干粉灭火器进行灭火。**严禁用水来灭火。**
- 电池若出现膨胀、破损等情况，请勿继续使用，否则会有起火、爆炸等危险。如果出现此情况应做废弃处理。
- 请勿将电池直接连接到墙上插座或车载点烟式插座上。
- 禁止将电池投入火中或放在高温环境下。
- 禁止用导线或其它金属物体致使电池正负极短路。
- 如果电池发出异味、发热、变形、变色或出现其它任何异常现象，不得使用；如果电池正在使用或充电，应立即从用电器或充电器上取出并做废弃处理。
- 如果电池的端子变脏，使用前用干布擦干净。否则电池会接触不良，从而引起能量损耗或无法充电。