

Emergency Service Bulletin

Title: Temporary Operational Restriction — Return to Operator (RTO) Feature

Date: March 2026

Summary:

FlightWave has identified a software condition affecting **Relative Altitude calculation during flight operations**.

During routine flight testing, the aircraft exhibited an issue where the **Relative Altitude value increased unexpectedly during flight**.

Under certain flight conditions, this altitude discrepancy may trigger **premature transition from Multirotor mode to Fixed-Wing mode**, which can result in **loss of controlled flight and potential aircraft crash**.

Engineering is currently investigating the root cause and developing a **corrective software patch**.

Return to Operator (RTO) commands the aircraft to return to the **operator's current location**, while **Return to Launch (RTL)** commands the aircraft to return to the **original takeoff location recorded at launch**.

Until a patch is released, **operators must not use the Return to Operator (RTO) feature** to mitigate operational risk.

An **Estimated Completion Date (ECD)** for the software rollout will be communicated in a future bulletin.

Affected Units

- **All Edge 130 aircraft currently operating in the field**
- **All aircraft operating with existing flight control software**
- **All Ground Control Stations capable of issuing RTO commands**

Because this issue is **software related**, all aircraft should be considered **potentially affected**.

Firmware Version: All

Category: Software / Flight Control

Safety System Impact: Critical

If this condition occurs, the aircraft may:

- Transition to **Fixed-Wing mode prematurely**
- Lose flight stability
- Experience **loss of control**
- **Crash during automated return behavior**

Because the **RTO function relies on altitude-based flight logic**, using this feature may increase the likelihood of the condition occurring.

Airworthiness Impact:

Until a software patch is implemented, use of the **Return to Operator (RTO)** feature presents an **increased risk of unintended flight mode transition** and potential loss of aircraft.

Required Action:

Effective immediately, operators must take the following actions:

- **Do not use the Return to Operator (RTO) feature.**
- **Ensure RTO is disabled in Ground Control Station settings.**
- Do not use autonomous mission settings that could trigger RTO.
- Recover aircraft using:
 - **Return to Launch (RTL)**, or
 - **Manual flight control procedures**

Operators should ensure RTO is **disabled** prior to **every takeoff** until a software correction is released.

Corrective Action Status:

Engineering is actively working to:

- Identify the **root cause of the Relative Altitude drift**
- Develop a **corrective software patch**
- Conduct validation testing
- Release an updated firmware version to operators

A future **Service Bulletin or Software Release Notice** will provide:

- Firmware version information
- Patch rollout instructions
- Verification procedures

Contact Support:

Contact **FlightWave Technical Support** for questions or to report related flight behavior.

Email: support@flightwave.aero

Website: www.flightwave.aero

When contacting support, please provide:

- Aircraft serial number
- Installed software version
- Flight logs (.ulg if available)
- Description of the observed behavior