FlightWave
A RED CAT COMPANY

Emergency Service Bulletin

Title: Temporary Operational Restriction — Density Altitude Operational Limit

Date: 9/25/2026

1.0 Summary

FlightWave has identified a motor performance limitation affecting the current Edge 130 propulsion configuration that **may result in degraded aircraft performance, loss of control, and loss of the aircraft when operating at Density Altitudes (DA) greater than 3,200 feet.**

Testing determined that the current propulsion configuration does not provide the required performance margin across the full intended operating envelope under higher density altitude conditions. FlightWave has identified the root cause and is completing validation of an updated motor and software configuration designed to provide the required propulsion performance and operating margin.

As a precautionary measure, **Edge 130 operations must not be conducted at a DA greater than 3,200 feet** until the affected aircraft has received the FlightWave-approved propulsion system update and successfully completed the required post-modification qualification. **Failure to comply with this operating restriction may result in degraded aircraft performance, loss of control, and loss of the aircraft.**

FlightWave is targeting completion of validation of the updated configuration by **late November**, with field implementation expected to begin in the **December timeframe**.

For aircraft already deployed to customers, FlightWave will coordinate directly with each customer to implement the approved corrective action once the final configuration and servicing requirements have been established.

Depending on the scope of the required hardware modifications and the individual aircraft configuration, corrective action may be completed at the customer location by authorized FlightWave personnel or may require return of the aircraft to a FlightWave facility through

the Return Material Authorization (RMA) process. **The appropriate service approach will be determined on a case-by-case basis in coordination with each affected customer.**

FlightWave will provide specific instructions regarding required hardware, software, servicing, and verification activities once the corrective configuration has completed validation.

2.0 Affected Units

This bulletin applies to:

- All Edge 130 Air Vehicles.
- All spare motor arm and propeller assemblies.

Aircraft that have not yet received and successfully completed the approved modification and qualification process must continue to comply with the temporary 3200 feet DA restriction defined in this bulletin.

Table 1: Affected Units Table

Firmware Version	**Applicable configurations prior to corrective update**
Category	Propulsion / Aircraft Performance
Safety System Impact	Operational Limitation

3.0 Airworthiness Impact

The identified condition affects available propulsion performance and operating margin as Density Altitude increases.

Until the correct configuration has been installed and qualified, **operation above 3,200 feet DA is not authorized**.

Density Altitude must be evaluated for the expected environmental conditions at the operating location prior to flight. Operators must account for conditions that can increase Density Altitude, including field elevation, ambient temperature, and atmospheric pressure.

Aircraft may continue normal operations at or below **3,200 feet DA**.

4.0 Required Action

Effective immediately, operators must take the following actions:

- **Do not operate an affected Edge 130 aircraft at a Density Altitude greater than 3,200 feet.**
- Determine Density Altitude as part of preflight planning and confirm the anticipated operating environment will remain within the temporary limitation.
- Do not attempt to modify, replace, or reconfigure affected motors, motor arms, propellers, or associated propulsion components unless specifically directed by FlightWave.
- Coordinate with FlightWave Technical Support to schedule the approved propulsion system update for fielded aircraft.
- Identify affected spare motor arms and propellers and coordinate their return to FlightWave through the **Return Material Authorization (RMA)** process.
- Continue to comply with this bulletin until the aircraft has received the approved corrective configuration and FlightWave qualification has been completed.

If planned operations cannot be conducted within the temporary Density Altitude limitation, contact FlightWave Technical Support before operating the aircraft.

5.0 Customer Vehicle Update and Field Support Plan

FlightWave is completing validation of an updated motor and associated software configuration intended to provide the required propulsion performance and operating margin.

For fielded customer aircraft, FlightWave will coordinate directly with each affected customer once the corrective configuration and servicing requirements have been finalized. Depending on the scope of the required modification and individual aircraft configuration, implementation may be completed at the customer location by authorized FlightWave

personnel or may require return of the aircraft to a FlightWave facility through the RMA process. The appropriate implementation approach will be determined on a case-by-case basis.

For customers with scheduled training or operational events that may be affected by the corrective action, FlightWave will coordinate directly with the customer to reschedule those activities, as necessary, in accordance with the corrective-action implementation schedule.

6.0 Spare Motor Arms and Propellers

Affected spare motor arms and propellers must be returned to FlightWave for evaluation and disposition through the RMA process.

Customers should **not operate the Edge 130 above 3200 feet Density Altitude** unless specifically authorized by FlightWave.

FlightWave Technical Support will coordinate:

- Identification of affected spare components
- RMA documentation and return instructions
- Replacement or reworked components, as applicable
- Configuration verification prior to return to service

7.0 Corrective Action Status

FlightWave has **determined the root cause of the identified propulsion performance limitation** and is actively completing the corrective-action and validation process.

Current activities include:

- Validation of the updated motor configuration
- Validation of associated vehicle software
- Performance verification across the required operating envelope
- Ground and flight qualification testing

- Coordination of updates for fielded customer aircraft
- Processing of affected spare motor arms and propellers

FlightWave currently expects **full validation of the updated configuration to be completed by late November**, with customer field updates and hardware implementation planned for the **December timeframe**, subject to successful completion of validation.

A subsequent **Service Bulletin, Release Notice, or configuration update** will communicate the approved configuration, applicable part and software information, installation requirements, verification procedures, and removal of the temporary Density Altitude restriction.

8.0 Contact Support

Contact **FlightWave Technical Support** to schedule the field update, initiate an RMA for affected spare components, or request clarification regarding the temporary operating limitation.

Email: support@flightwave.aero
Website: www.flightwave.aero

FlightWave will coordinate directly with affected customers to implement the corrective configuration as efficiently as possible while maintaining the required vehicle qualification and verification standards.

Until the corrective action has been completed and the aircraft has been qualified, **the 3,200-foot Density Altitude operating limitation remains in effect.**

FlightWave Aerospace Systems

Red Cat Holdings