



To.

ACSL aircraft owners

August 3, 2026

ACSL SMALL UNMANNED AIRCRAFT SAFETY STATEMENT

Applicable products: ACSL SOTEN.

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Provided by ACSL Inc. pursuant to Section 2203 of the FAA Extension, Safety, and Security Act of 2016 (Public Law 114-190).

The most current version of this statement is available at **www.acsl-usa.com/support**. Check that page before each new operating season or whenever your operation changes, as aviation regulations are revised periodically.

1. Laws and Regulations Applicable to Small Unmanned Aircraft

Operating a small unmanned aircraft in the United States is regulated by federal law. Depending on how you operate, one of two frameworks applies.

Operating under FAA authorization or regulation (Part 107)

Most operations of ACSL aircraft fall under Title 14 CFR Part 107, which governs commercial, industrial, public safety, and other non-recreational use. Under Part 107 you must:

- Hold a **Remote Pilot Certificate** with a small UAS rating, or operate under the direct supervision of someone who does. Obtaining this certificate requires passing an FAA aeronautical knowledge test (the "airman test").
- **Register the aircraft** with the FAA before flight.
- Comply with the operating rules in Part 107, including altitude, airspace, visual line of sight, and daylight requirements, or hold an appropriate waiver.

Source: **www.faa.gov/uas/commercial_operators**

Operating as a recreational flyer (49 U.S.C. § 44809)

A person may alternatively operate a small unmanned aircraft recreationally under the statutory exception at 49 U.S.C. § 44809. (This provision replaced Section 336 of the FAA Modernization and Reform Act of 2012, which was repealed in 2018.)

To qualify for this exception, **all** of the following conditions must be met:

1. The aircraft is flown strictly for recreational purposes.
2. The aircraft is operated in accordance with, or within the programming of, a community-based organization's set of safety guidelines developed in coordination with the FAA.
3. The aircraft is flown within the visual line of sight of the operator, or within the visual line of sight of a visual observer co-located and in direct communication with the operator.
4. The aircraft does not interfere with, and gives way to, any manned aircraft.
5. In controlled airspace, the operator obtains prior authorization from the FAA and complies with all airspace restrictions and prohibitions.
6. In uncontrolled airspace, the aircraft is flown at or below 400 feet above ground level.
7. The operator has passed **The Recreational UAS Safety Test (TRUST)** and maintains proof of passage.
8. The aircraft is registered and marked with its registration number, and proof of registration is available for inspection.

Source: www.faa.gov/uas/recreational_flyers

ACSL aircraft are designed and sold for industrial, commercial, and public safety use, not for general consumer or recreational use. The recreational framework is described here because federal law requires it to appear in this statement. Nearly all operations of ACSL aircraft will require compliance with Part 107.

Requirements that apply regardless of framework

- **Aircraft registration.** All ACSL small unmanned aircraft exceed 250 grams and must be registered with the FAA before flight. Register at faadronezone-access.faa.gov. The registration number must be displayed on the aircraft.
- **Remote Identification (14 CFR Part 89).** ACSL aircraft broadcast Remote ID. Do not disable or interfere with this function.
- **Airspace restrictions.** Check for Temporary Flight Restrictions (TFRs), special use airspace, and other constraints before every flight. In controlled airspace, obtain authorization — for most operators this is available through **LAANC** or through **FAADroneZone**.
- **State, local, tribal, and territorial law.** These may impose additional restrictions on where and when you may operate, on privacy, and on trespass. Federal authorization does not exempt you from them.
- **Accident reporting.** Certain accidents involving serious injury or property damage must be reported to the FAA within 10 days. See www.faa.gov/faq/when-do-i-need-report-accident.

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Where to find current information

Resource	Address
FAA UAS main site	www.faa.gov/uas
Part 107 (commercial and other non-recreational)	www.faa.gov/uas/commercial_operators
Recreational flyers	www.faa.gov/uas/recreational_flyers
Registration	faadronezone-access.faa.gov
Airspace and flight planning (B4UFLY)	www.faa.gov/uas/getting_started/b4ufly
Remote ID	www.faa.gov/uas/getting_started/remote_id
Temporary Flight Restrictions	tfr.faa.gov

2. Recommendations for Safe Operation

These recommendations promote the safety of persons and property. They supplement — and do not replace — the operating limitations, warnings, and procedures in the ACSL SOTEN User Manual and the ACSL TAKEOFF User Manual, which you should read in full before flying.

Before flight

- Complete the pre-flight inspection and checklist in the User Manual. Inspect propellers for cracks, chips, and deformation, and verify that motors and the battery are properly secured.
- Confirm the aircraft and controller batteries are adequately charged for the planned flight plus a reserve margin.
- Verify aircraft and controller firmware are current.
- Check weather, including wind, precipitation, and icing conditions. Do not fly in precipitation or icing conditions.
- Check airspace and obtain any required authorization. Check for TFRs.
- Survey the area for obstacles, people, and hazards, and identify an emergency landing site.
- Brief any visual observers or crew on their responsibilities.

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During flight

- Maintain visual line of sight with the aircraft at all times unless you hold a waiver or authorization permitting otherwise.
- Yield right of way to all manned aircraft.
- Do not fly over people or moving vehicles unless your operation is specifically authorized for it.
- Do not fly near airports or in controlled airspace without authorization.
- Monitor battery state, GPS quality, and system warnings continuously. Respond promptly to caution and warning messages.
- Maintain a safe distance from the aircraft during takeoff and landing. Keep clear of rotating propellers.
- Do not operate while under the influence of alcohol or drugs, or when fatigued.
- Never operate more than one aircraft at a time.
- Do not interfere with wildfire suppression, law enforcement, or emergency response operations. Doing so carries civil penalties under 49 U.S.C. § 46320.

After flight

- Follow the shutdown procedure in the User Manual and stop the motors before handling the aircraft.
- Inspect the aircraft for damage. Do not fly a damaged aircraft until it has been repaired.
- Observe the maintenance and component replacement intervals specified in the User Manual, including scheduled motor and propeller replacement.
- Store and transport batteries according to the safety precautions supplied with the battery.

Respect privacy and property. Be aware of and considerate toward the privacy of others when operating a camera-equipped aircraft.

3. Enforcement

The FAA may pursue enforcement action against any person who operates an unmanned aircraft in a manner that endangers the safety of the national airspace system. This applies to recreational operators under 49 U.S.C. § 44809 as well as to certificated remote pilots under Part 107. Enforcement action may include civil penalties and certificate action.

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4. Product Support

Support	www.acsl-usa.com/support
General inquiries	info@acsl-usa.com
Current version of this statement	www.acsl-usa.com/support

This safety statement is provided pursuant to Section 2203 of the FAA Extension, Safety, and Security Act of 2016 (Public Law 114-190). It is not a substitute for the ACSL SOTEN User Manual, the ACSL TAKEOFF User Manual, or the applicable Federal Aviation Regulations. Regulations change; verify current requirements at www.faa.gov/uas before operating.

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