



BEYOND Final Report

Public Burden Statement: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 21XX-XXXX. Public reporting for this collection of information is estimated to be approximately 40 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are required to obtain or retain a benefit (49 U.S.C. § 106(l) and (m)). Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

BEYOND Final Reporting Requirements

Each Lead Participant in the BEYOND program must submit a final report to the Federal Aviation Administration (FAA) 30 calendar days prior to the termination of the Memorandum of Agreement (MOA). In the event that a Lead Participant ceases operations prior to this date, the Lead Participant must submit a final report within 30 calendar days of the cessation of operations.

Instructions for Writing the Final Report

The final report sets forth the Lead Participant's findings and conclusions of the BEYOND program. The Lead Participant should use the following outline when preparing the final report.

1. **Executive Summary**
2. **Mission Description(s):** Over the life of BEYOND, provide a brief description for each type of UAS mission that was conducted (infrastructure inspection, public safety, package delivery, or closely related activities). Was the mission limited to commercial use or did it include a public benefit (or purpose) element such as safety or security? If so, explain. For each type of mission over the life of the program, the Lead Participant must include the appropriate 6-digit NAICS code.
3. **New or Replacement Economic Activity:** For each type of mission conducted over the life of the program, describe whether the mission was an entirely new economic activity that could not be accomplished without the use of a UAS or whether the UAS was used to replace more expensive, less efficient ways of accomplishing the same mission (e.g., bridge inspections).
 - a. For all UAS activity, describe the economic benefit or burden that each industry partner incurred, over the life of the program. Were the results expected?
 - b. For new UAS-related economic activity, describe the economic benefit that accrued to the industry partner(s), the local community, and society.
 - c. If the UAS replaced more expensive, less safe, and/or less efficient ways of accomplishing the same task, describe what activities were replaced along with unit cost savings (i.e., reduced man-hours, fuel savings, maintenance, physical depreciation, etc.) On an annual basis, for each mission type estimate the number of UAS operations over the life of the program.

4. **Societal and Community Considerations:** Provide an overview of the economic and/or societal benefits of the project during BEYOND, including:
 - a. Economic benefits: Anticipated or actual quantitative economic benefits (e.g., reduced unit cost using UAS versus traditional methods, reduced insurance costs, reduced health and safety costs); and anticipated or actual qualitative economic benefits (e.g., improved competitiveness, expanded business opportunities, job or GDP growth). Include any economic projections that the industry partner has forecast as the project operations become scalable.
 - b. Societal benefits: Anticipated or actual quantitative societal benefits (e.g., reduced environmental impacts, access to goods/services, emergency response time, reduced service time, reduced costs); and anticipated or actual qualitative societal benefits (e.g., reduced congestion, improved public safety,). Identify whether UAS is enabling an entirely new economic activity that was not possible before UAS.
 - c. Methods used for data collection and analysis (e.g., approach to compare unit cost of traditional inspection vs. inspection by UAS).
 - d. Data to substantiate benefits (e.g., unit cost [fuel, labor, capital costs, etc.], population accessible to delivery, improved service times, stakeholder feedback).
5. **Community Engagement:** Summarize the Lead Participant's community engagement strategic plan and initiatives. Include an overview of the Lead Participant's community engagement strategic plan and a discussion of each engagement initiative during BEYOND including:
 - a. Objectives and goals (e.g., educate the community on planned operations, gather input on concerns and sensitivities, change perceptions, etc.).
 - b. Stakeholders (e.g., customers, general public in local communities, law enforcement).
 - c. Method and approach used (e.g., public meetings, focus groups, social media or traditional media, educational materials, questionnaire).
 - d. Results and feedback (e.g., stakeholder perceptions, number of inquiries received, nature of feedback, method of inquiries [email, letter, blog, social media]). This should include any mitigations that the industry partner addressed resulting from the feedback.

Instructions for Submitting the BEYOND Final Report

1. Complete the cover page attached to these instructions.
2. Attach the final report to the cover page.
3. Upload the report package to the designated, secure folder on the [Aeronautical Data Exchange \(ADX\)](#).



BEYOND Final Report

Lead Participant:

Date of Entry into Program:

Date of Program Conclusion:

Report Date:

Submitted By:

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