U.S. Department of Transportation
Federal Aviation Administration

OMB Control No. 21XX-XXXX
Collection Expires XX/XX/XXXX

Instructions for Completing the 44807 Exemption Unmanned Aircraft System (UAS) Monthly Operational Flight Report

The information on this tab provides general information about this workbook and the definitions for the mission types and flight types. Guidance regarding individual questions in the report is provided in the user guide and via tooltips within the form. The tooltips will appear when the answer field in the form is selected.

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Complete and submit the monthly operational flight report by the seventh day of each month for the previous month's flights.

The 44807 Exemption report is for respondents who are required to submit a monthly report to the Emerging Technologies, UAS Tactical Operations Office (AJV-115). As with the standard report, the respondent has two options:
1. Aggregate the data for all flights that occur during the month that do not utilize DAA technology in the 44807 Summary Flight Report form. Populate the 44807 Detailed Flight Report form and the DAA Details form at the individual flight level for all flights during the month that do utilize DAA technology.
2. Populate the 44807 Detailed Flight Report form for all flights during the month at the individual flight level and the DAA Details form for flights that utilize DAA technology.
Upon submission of these forms, the UAS Integration Office generates the output report to submit to AJV-115 via e-mail.

Mission Type: Select the category that best represents the purpose of the mission/flight.

Definitions: Aeronautical Research: The purpose of the flight is to research UAS and/or their

	Agricultural Delivery/Application: The purpose of the flight is to apply fertilizer, pesticide, or other agricultural products to crops, to deliver bait to traps to capture animals that are destroying crops or preying on livestock, or to transport and/or apply other materials in support of agricultural programs.
	Agricultural Operation: The purpose of the flight is to monitor the health of crops or livestock, or conduct other flights in support of agricultural programs that do not involve transporting cargo.
	Environmental Survey: The purpose of the flight is to monitor the climate, soil, and/or living things by measuring atmospheric conditions, charting changes in soil conditions over time, counting wildlife, etc.
	Infrastructure Inspection (Linear): The purpose of the flight is to inspect man-made constructions that extend in a nearly straight line. Examples include inspections of roads, power lines, railway lines, canals, pipelines, and fences.
	Infrastructure Inspection (Non-Linear): The purpose of the flight is to inspect man-made constructions that do not extend in a nearly straight line. Examples include buildings and aircraft.
	another.
	Public Safety: The purpose of the flight is for law enforcement, fire, or emergency medical services departments/agencies to protect the welfare of the general public.
Flight Type:	Select the purpose of the flight: operational, performance check, or training.
Definitions:	*Operational: The purpose of the flight is to complete a routine business function.*
	Functional Check: The purpose of the flight is to check the performance of the UAS as part of an inspection process.
	Training: The purpose of the flight is to increase the proficiency of the pilot and/or other crewmembers in flying the UAS.

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Unmanned Aircraft System (UAS) Monthly Operational Flight Report (Summary Version)
Complies with 44807 Exemption Reporting Requirements

Complete this form or the 44807 Detailed Flight Report if you are required to submit a monthly report to the FAA at 9-AJV-115-UASOrganization@faa.gov. This form includes fields (shaded in yellow) not required of all participants in the PSP or BEYOND program.

Section 1: Identifying Information (drop-down boxes are shaded)

Month and Year		
Mission Type		
If "Other," specify:		
Flight Type		

(populate if the same for all flights recorded in Section 2; otherwise leave blank)

	Latitude	Longitude
Launch Location		

Certificate of Waiver, Exemption, or Authorization Number(s)	
Ground Population Density	
Total Aircraft Operational Hours	
ATC Communication Type	
ATC Communication Method	
If "Other," specify:	

Agricultural Delivery / Application & Package Delivery Only

Section 2: Flight Summary *(add as many rows as needed based on the aircraft and flight type)*

Aircraft Nickname or Registration Number	Name of Operator	Flight Type *(select from the drop-down box; leave blank if the flights are all the same type)*	Total # of Flights	Total # of Hours	# of Flights During Which Anomalies Occurred *(provide details separately)*	# of Flights Carrying Hazardous Materials

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Unmanned Aircraft System (UAS) Monthly Operational Flight Report (Detailed Version)
Complies with 44807 Exemption Reporting Requirements

Complete this form or the 44807 Summary Flight Report if you are required to submit a monthly report to the FAA at 9-AJV-115-UASOrganization@faa.gov. This form includes fields (shaded in yellow) not required of all participants in the PSP or BEYOND program.

Section 1: Summary Information (drop-down boxes are shaded)

Month and Year	
Time Zone Used to Record Flight Times	
Certificate of Waiver, Exemption, or Authorization Number(s)	
Mission Type	
If "Other," specify:	
Flight Type	

(populate if the same for all flights recorded in Section 2; otherwise leave blank)

Agricultural Deliveries/Applications and Package Deliveries:	
(1) Did ALL flights contain HAZMAT cargo?	
(2) Were all flights WITHOUT HAZMAT cargo?	

(If the answer to one of the questions above is "Yes", do not populate the HAZMAT column in Section 2.)

Total Aircraft Operational Hours	
ATC Communication Type	
ATC Communication Method	
If "Other," specify:	

Section 2: Flight Data

Flight #	Aircraft Nickname or Registration Number	Name of Operator	Ground Population Density	Cargo Contained HAZMAT? *(leave blank if the answer to one of the HAZMAT questions in Section 1 is "Yes")*	Flight Type *(leave blank if the flights are all the same type)*	Launch Date	Launch Time *(if using 12-hr clock, include "am" or "pm", as applicable)*	Launch Location Latitude	Launch Location Longitude	Recovery Time *(if using 12-hr clock, include "am" or "pm", as applicable)*
01										
02										
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09										
10										

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Addendum to Detailed Flight Report: Detect and Avoid (DAA) Details

To the extent feasible, use this form to provide data about each encounter within 3 nautical miles horizontally and 2,000 feet vertically during each flight.

				Range at Closest Point of Approach for each Encounter					
Flight #	Track #	Cooperative or Non-Cooperative Sensor?		Closest Horizontal Value	Closest Horizontal Unit of Measure	Closest Vertical Value	Closest Vertical Unit of Measure	Closest Slant Range Value	Closest Slant Range Unit of Measure

Term	Definition	Source
Accident [UAS]	An occurrence associated with the operation of any public or civil unmanned aircraft system that takes place between the time that the system is activated with the purpose of flight and the time that the system is deactivated at the conclusion of its mission, in which: (1) Any person suffers death or serious injury; or (2) The aircraft has a maximum gross takeoff weight of 300 pounds or greater and sustains substantial damage.	49 CFR 830.2
Anomaly [UAS]	An event (e.g., equipment malfunction or loss of a safety-critical communication or navigation link) that does not meet the reporting criteria of an accident, incident, or occurrence but adversely affects the operation of any public or civil unmanned aircraft system between the time that the system is activated with the purpose of flight and the time that the system is deactivated at the conclusion of its flight, in which (1) a mitigation strategy is executed (via application of technology and/or procedures); or (2) the aircraft exceeds its operational boundaries.	IPP Data Team 8/12/20
Cargo	Any property carried on an aircraft other than mail and accompanied or mishandled baggage.	UAS FY19 Implementation Plan
Cooperative aircraft	Aircraft that have an electronic means of identification (i.e., a transponder or ADS-B transceiver) aboard in operation.	N 8900.227 (cancelled)
Dangerous goods	See Hazardous material.	
Detect and Avoid (DAA)	A system/technology that enables the UA to avoid other aircraft or obstacles.	UAS FY19 Implementation Plan
Flight time	Pilot time that commences when an aircraft moves under its own power for the purpose of flight and ends when the aircraft comes to rest after landing	14 CFR 1.1
Hazardous material	A substance or material that the Secretary of Transportation has determined is capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and has designated as hazardous under section 5103 of Federal hazardous materials transportation law (49 U.S.C. 5103).	49 CFR 171.8

Incident	An occurrence, other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations. Examples of serious incidents from NTSB Advisory to Operators of Civil Unmanned Aircraft Systems in the United States: True "fly-away", inability of required flight crewmember to perform normal duties as result of injury or illness, inflight fire, aircraft collision in flight, >$25K damage to objects other than the aircraft, aircraft is overdue and is believed to have been involved in an accident.	49 CFR 830.2
Non-cooperative aircraft	Aircraft that do not have an electronic means of identification (i.e., a transponder) aboard or that have inoperative equipment because of malfunction or deliberate action.	N 8900.227 (cancelled)
Occurrence	An abnormal event, other than an accident or incident. Examples include: low speed aborts or air turnbacks.	FAA Order 8900.1
Pilot in Command (PIC)	The person who (1) has final authority and responsibility for the operation and safety of the flight; (2) has been designated as pilot in command before or during the flight; and (3) holds the appropriate category, class, and type rating, if appropriate, for the conduct of the flight.	14 CFR 1.1
Remote Pilot in Command (RPIC)	Person who is directly responsible for and is the final authority as to the operation of the UAS; has been designated as remote pilot in command before or during the flight of a UAS; and holds the appropriate CAA certificate for the conduct of the flight.	ASTM F3266-18
Rural	A geographic area comprising open country and towns with fewer than 2,500 residents. For those interested in a more specific density definition, a rural area contains up to 100 people per square mile. (Definition specific to reporting requirement of PSP and BEYOND program.)	PSP/BEYOND
Suburban	A geographic area comprising the outlying district of a city. For those interested in a more specific density definition, a suburban area contains between 101 and 7,000 people per square mile. (Definition specific to reporting requirement of PSP and BEYOND program.)	PSP/BEYOND
Track	The specific collection of data that a particular DAA system accumulates and is used in determining whether an intruder aircraft is a collision risk or loss of well-clear risk, or both.	ASTM F3442/F3442M-20
Unmanned Aircraft (UA)	An aircraft operated without the possibility of direct human intervention from within or on the aircraft.	JO 7200.23A
Unmanned Aircraft System (UAS)	An unmanned aircraft and associated elements (including communication links and the components that control the unmanned aircraft) that are required for the pilot in command to operate safely and efficiently in the national airspace system.	JO 7200.23A

Urban	A geographic area comprising the main city or metropolitan area. For those interested in a more specific density definition, an urban area contains more than 7,000 people per square mile. (Definition specific to reporting requirement of PSP and BEYOND program.)	PSP/BEYOND