FAA 107 COMMERCIAL DRONE PILOT PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Table of Contents

Copyright 1

Table of Contents 2

Introduction 3

How to Use This Guide 4

Questions 5

Answers 8

Explanations 10

Next Steps 16

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

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How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

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Questions

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1. What is the significance of the NOTAM system for UAS operations?

A. It provides updates on drone technology

B. It informs about airspace conditions

C. It issues regulations for UAS pilots

D. It schedules training sessions for pilots

2. What is the maximum altitude for a UAS operating under Part 107?

A. 500 feet AGL

B. 400 feet AGL

C. 300 feet AGL

D. 200 feet AGL

3. What is the purpose of the "safety management system" in UAS operations?

A. To optimize flight routes

B. To manage the risks associated with flying

C. To increase battery efficiency

D. To ensure compliance with regulations

4. What is the maximum altitude limit for an unmanned flight above ground level?

A. 200 feet

B. 500 feet

C. 400 feet

D. 1000 feet

5. What is required of a visual observer during UAS operations?

A. To operate the drone autonomously

B. To help see and avoid other air traffic

C. To handle communication with ground control

D. To ensure navigation software is updated

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6. When is a Foreign Aircraft Permit required?

A. When the aircraft is owned by a foreign entity

B. When the aircraft is registered internationally

C. For aircraft not operated by U.S. citizens

D. When a UAS is above 10 lbs

7. Which of the following is an example of controlled airspace?

A. Class C airspace

B. Class B airspace

C. Class G airspace

D. Class D airspace

8. Which threshold must be reached for a UAS accident to be reported to the FAA?

A. Minor injury

B. Dangerous operation of a vehicle

C. Serious injury or damage over $500

D. Damage to UAS greater than $1000

9. Is a small UAS permitted to transport hazardous materials?

A. Yes, with a special permit

B. Yes, under certain conditions

C. No, it is not allowed

D. Yes, if properly marked

10. How can a remote pilot identify possible hazards before a flight?

A. Consulting with other drone pilots

B. Conducting a thorough preflight risk assessment

C. Checking weather apps only

D. Flying the drone in manual mode

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Answers

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1. B
2. B
3. B
4. C
5. B
6. B
7. B
8. C
9. C
10. B

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Explanations

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1. What is the significance of the NOTAM system for UAS operations?

A. It provides updates on drone technology

B. It informs about airspace conditions

C. It issues regulations for UAS pilots

D. It schedules training sessions for pilots

The NOTAM (Notice to Airmen) system holds significant importance for UAS (Unmanned Aircraft Systems) operations because it is designed to provide critical information pertaining to airspace conditions. This includes alerts about temporary flight restrictions, hazards in the area (such as other aircraft operations, construction activities, or any changes in air traffic control procedures), and other essential updates that can impact flight safety. For drone pilots, being aware of NOTAMs ensures that they operate within the latest guidance and regulations, thus maintaining safety and compliance in aviation. Neglecting NOTAMs can pose risks, as UAS operations may inadvertently encroach on restricted or hazardous airspace, which can lead to dangerous situations or violations of Federal Aviation Administration (FAA) regulations. While updates on drone technology, regulations for pilots, and training schedules are all related to the broader context of UAS operations, they do not directly pertain to the immediate safety and situational awareness that NOTAMs provide regarding airspace conditions. Therefore, understanding and utilizing the NOTAM system is vital for safe and effective UAS operations.

2. What is the maximum altitude for a UAS operating under Part 107?

A. 500 feet AGL

B. 400 feet AGL

C. 300 feet AGL

D. 200 feet AGL

The maximum altitude for a Unmanned Aircraft System (UAS) operating under Part 107 is 400 feet above ground level (AGL). This regulation is in place to ensure safe operation and to minimize the risk of collisions with manned aircraft, which typically fly above this altitude. When flying near structures, a UAS may operate up to 400 feet above the top of the structure, provided that the operator remains within the defined 400-foot limit relative to the elevation of the ground below. Operating at this altitude also helps to maintain safe airspace management and promote the integration of UAS operations into the national airspace system. Understanding this altitude limit is crucial for commercial drone pilots, as adherence to these regulations is necessary to maintain compliance and ensure safety in drone operations.

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3. What is the purpose of the "safety management system" in UAS operations?

A. To optimize flight routes

B. To manage the risks associated with flying

C. To increase battery efficiency

D. To ensure compliance with regulations

The purpose of the safety management system (SMS) in Unmanned Aircraft Systems (UAS) operations is primarily to manage the risks associated with flying. A robust SMS provides a structured approach to identifying, assessing, and mitigating risks inherent in UAS operations. It is designed to promote safety by embracing a proactive culture and instituting processes that allow for continual safety improvement. By systematically addressing risks, organizations can enhance operational safety and ensure that potential hazards are recognized and managed before they lead to incidents or accidents. While optimizing flight routes, increasing battery efficiency, and ensuring regulatory compliance are important aspects of UAS operations, they do not define the core objective of a safety management system. Instead, these aspects can be components of an overall operational strategy but do not focus specifically on the systematic management of safety risks, which is the central tenet of an SMS. The emphasis on risk management is what distinguishes safety management systems in aviation, ensuring that safety becomes an integral part of both the operational and organizational framework.

4. What is the maximum altitude limit for an unmanned flight above ground level?

A. 200 feet

B. 500 feet

C. 400 feet

D. 1000 feet

The maximum altitude limit for an unmanned flight above ground level is 400 feet. This regulation is established by the FAA to ensure safe operations of unmanned aircraft systems (UAS) within the national airspace system. The 400-foot limit helps prevent collisions with manned aircraft, which typically operate at higher altitudes, while also allowing drone operators to conduct operations safely within the vicinity of structures and obstacles. By adhering to this altitude, operators can maximize the effectiveness of their flights while maintaining safety standards in airspace management. This standard also simplifies the regulatory landscape for drone pilots, providing clear guidance on operational boundaries to promote safe practices in commercial and recreational drone use.

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5. What is required of a visual observer during UAS operations?

A. To operate the drone autonomously

B. To help see and avoid other air traffic

C. To handle communication with ground control

D. To ensure navigation software is updated

A visual observer plays a crucial role during UAS (Unmanned Aircraft System) operations by assisting the remote pilot in maintaining situational awareness and ensuring safety. The primary responsibility is to help see and avoid other aircraft and obstacles in the airspace. This involves constant monitoring of the environment surrounding the drone and alerting the pilot to any potential hazards. The nature of drone operations often requires the pilot to focus on controlling the aircraft and executing the mission. Having a visual observer allows for an additional set of eyes, which helps mitigate the risks associated with mid-air collisions or other safety concerns. The visual observer's role is therefore vital in promoting safer UAS flights and ensuring compliance with regulations requiring constant awareness of the drone's surroundings. While communication and navigation aspects are important in UAS operations, they are not the primary responsibilities of a visual observer. The observer does not operate the drone autonomously and is not typically responsible for handling communication with ground control or updating navigation software. Their focus is squarely on visual monitoring to enhance safety during flight.

6. When is a Foreign Aircraft Permit required?

A. When the aircraft is owned by a foreign entity

B. When the aircraft is registered internationally

C. For aircraft not operated by U.S. citizens

D. When a UAS is above 10 lbs

A Foreign Aircraft Permit is required when an aircraft is registered internationally. This requirement arises because the Federal Aviation Administration (FAA) needs to ensure that any foreign-registered aircraft operating in U.S. airspace complies with U.S. regulations and standards. Without this permit, there might be significant safety and regulatory concerns related to the operation of foreign aircraft, which may not have been subjected to the same level of oversight or requirements as U.S.-registered aircraft. The other options do not properly capture the circumstances under which a Foreign Aircraft Permit is explicitly required. Ownership by a foreign entity or operation not by U.S. citizens does not automatically necessitate a permit unless the aircraft is registered outside the U.S. Additionally, the weight of a UAS being above 10 lbs does not directly relate to the requirement for a Foreign Aircraft Permit. Rather, the operating status and registration of the aircraft itself are key factors in this regulation.

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7. Which of the following is an example of controlled airspace?

A. Class C airspace

B. Class B airspace

C. Class G airspace

D. Class D airspace

Controlled airspace refers to airspace in which the operations of aircraft are subject to specific regulatory controls to promote safe flying conditions. Class B airspace is indeed an example of controlled airspace, as it surrounds the busiest airports and requires pilots to obtain clearance from air traffic control before entering. This extensive traffic management helps maintain separation between aircraft in high-density environments, ensuring safety and efficiency. In contrast, Class G airspace is considered uncontrolled, meaning that it does not have the same level of regulatory oversight, and pilots do not need to communicate with air traffic control when operating in this type of airspace. Class C and Class D airspace are also forms of controlled airspace; however, the question specifically asks for an example, and Class B airspace is the most prominent form due to its extensive regulations and clearance requirements at major airports.

8. Which threshold must be reached for a UAS accident to be reported to the FAA?

A. Minor injury

B. Dangerous operation of a vehicle

C. Serious injury or damage over $500

D. Damage to UAS greater than $1000

The threshold that must be reached for a UAS accident to be reported to the FAA is based on the criteria set forth in regulations. The correct choice is identified as serious injury or damage over $500 because this aligns with the FAA's requirement for reporting accidents involving Unmanned Aircraft Systems. A serious injury is defined as an injury that results in hospitalization for more than 48 hours, significant disfigurement, or the loss of a limb. The threshold of damage over $500 refers to the cost of repair or replacement of the UAS or any other property involved. This reporting requirement ensures that significant incidents can be investigated and that safety concerns can be addressed effectively. The other considerations, while important for operational safety, do not meet the specific thresholds established for required FAA reporting. For instance, minor injuries would not necessitate reporting, nor would the operation of a vehicle that is deemed dangerous if it does not lead to the specified harm or damage levels. Lastly, damage to the UAS greater than $1000 is certainly notable, but it is the combination of serious injury or damage over $500 that specifically triggers the obligation to report. This clarity helps maintain safety and accountability in UAS operations.

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9. Is a small UAS permitted to transport hazardous materials?

A. Yes, with a special permit

B. Yes, under certain conditions

C. No, it is not allowed

D. Yes, if properly marked

A small Unmanned Aircraft System (UAS) is not allowed to transport hazardous materials under current regulations set by the FAA. This prohibition is primarily in place due to safety concerns. Transporting hazardous materials involves significant risks, both in terms of the potential for accidents during transport that could lead to leaks or spills, and the overall implications for public safety and property. The regulations specifically outline various categories of hazardous materials that cannot be transported by small UAS, including substances that are flammable, corrosive, or toxic. While there are avenues for transporting hazardous materials via other types of aircraft or under special circumstances, small UAS, generally classified under Part 107 of the FAA regulations, do not include provisions for such activities. This decision is informed by the limited size and carrying capacity of small UAS, which raises further concerns about their ability to handle potentially dangerous materials safely and effectively. Overall, the FAA prioritizes safety in airspace operations, and this restriction is in alignment with that commitment.

10. How can a remote pilot identify possible hazards before a flight?

A. Consulting with other drone pilots

B. Conducting a thorough preflight risk assessment

C. Checking weather apps only

D. Flying the drone in manual mode

Conducting a thorough preflight risk assessment is essential for remote pilots to identify possible hazards before a flight. This process involves evaluating the operational area for obstacles, environmental conditions, and potential risks that could impact the safety of the flight. During a risk assessment, the pilot considers various factors, such as nearby structures, other air traffic, weather conditions, and the condition of the drone itself. This comprehensive evaluation is crucial to ensure a safe flight and to mitigate any risks that could lead to accidents. In contrast, relying solely on consulting other drone pilots may provide some insights but does not replace the need for an individual assessment tailored to the specific flight plan and environment. Checking weather apps is valuable, but it is just one component of a broader risk assessment. Flying the drone in manual mode does not inherently identify hazards; it only refers to the mode of operation without addressing the preflight preparation necessary for safe flying.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

https://faa107commercialdronepilot.examzify.com

We wish you the very best on your exam journey. You've got this!

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