FAA 107 UNMANNED AIRCRAFT GENERAL (UAG) – SMALL PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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 a characteristic of maritime tropical air masses?

A. They form over cold land areas

B. They bring cool, dry air

C. They form over warm tropical waters

D. They are generally stable and predictable

2. What is a common characteristic of wind shear in aviation?

A. It occurs only at high altitudes

B. It results in consistent wind direction

C. It can have speed changes of 50 knots or more

D. It only occurs in coastal regions

3. What time format is used for issuing Aviation Area Forecasts?

A. Local time

B. Coordinated Universal Time (UTC)

C. Eastern Standard Time (EST)

D. Pacific Standard Time (PST)

4. Which of the following refers to a small unmanned aerial vehicle?

A. sUAS

B. UAV

C. UAS

D. UA

5. Which component is included in a Small Unmanned Aircraft System but not in a Small Unmanned Aircraft?

A. Flight controls

B. Communication links

C. GPS system

D. Payload sensors only

6. Where is Class E airspace typically found?

A. Surface to 2,500 ft AFL

B. 5 miles, up to 14,000 ft MSL

C. Everywhere from 700 ft AGL to 17,999 MSL

D. Uncontrolled airspace up to 1,200 ft AGL

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7. What does MOA stand for in aviation?

A. Military Operations Area

B. Military Overview Access

C. Missile Operations Assignment

D. Military Orientation Aircraft

8. When must Instrument Flight Rules (IFR) be used?

A. When visibility is clear and safe

B. When visual cues are obscured by weather or darkness

C. When an aircraft is flying above 10000 ft

D. When flying in restricted airspace

9. In which airspace do aircraft typically fly without any specific radar coverage?

A. Class E airspace

B. Class C airspace

C. Class D airspace

D. Class G airspace

10. What characterizes a continental polar air mass?

A. Forms over warm tropical waters

B. Brings cool, dry air

C. Is warm and humid

D. Has high moisture content

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Answers

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

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Explanations

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1. What is a characteristic of maritime tropical air masses?

A. They form over cold land areas

B. They bring cool, dry air

C. They form over warm tropical waters

D. They are generally stable and predictable

Maritime tropical air masses are characterized by their formation over warm tropical waters. This high temperature and moisture content contribute to the humid and warm air associated with these air masses. As they transition over land, they can influence weather patterns, often leading to warm and moist conditions. Their source over the ocean allows them to absorb significant amounts of moisture, which can result in precipitation when these air masses move inland or interact with other air masses. The other characteristics do not apply to maritime tropical air masses, as they do not form over cold land areas, do not bring cool, dry air, and while they can be stable at times, they are not necessarily predictable in their movements and influences on weather.

2. What is a common characteristic of wind shear in aviation?

A. It occurs only at high altitudes

B. It results in consistent wind direction

C. It can have speed changes of 50 knots or more

D. It only occurs in coastal regions

Wind shear is characterized by a sudden change in wind speed and/or direction over a relatively short distance in the atmosphere. A common and critical aspect of wind shear in aviation is that it can result in significant speed changes, often 50 knots or more. This can be particularly dangerous during takeoff and landing phases, as pilots must be able to anticipate and respond to these rapid changes to maintain control of the aircraft. Understanding the potential severity of wind shear is essential for flight operations, as it greatly influences aircraft performance and safety. The other characteristics mentioned, such as occurring only at high altitudes or only in coastal regions, are not accurate. Wind shear can occur at various altitudes and in different geographic locations, making it a ubiquitous concern in aviation rather than being limited to specific conditions. Additionally, wind shear does not result in consistent wind direction; instead, it is defined by its very variability.

3. What time format is used for issuing Aviation Area Forecasts?

A. Local time

B. Coordinated Universal Time (UTC)

C. Eastern Standard Time (EST)

D. Pacific Standard Time (PST)

Aviation Area Forecasts are issued using Coordinated Universal Time (UTC). This standard time format is essential for aviation operations because it provides a uniform time reference that is not subject to variations like Daylight Saving Time or local time zone differences. By using UTC, pilots and air traffic controllers can avoid confusion that might arise from time discrepancies across various regions, ensuring that all parties involved in aviation can operate with the same understanding of timing, regardless of their specific geographic location. This consistency is vital for safety and coordination in the aviation industry.

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4. Which of the following refers to a small unmanned aerial vehicle?

A. sUAS

B. UAV

C. UAS

D. UA

The term that specifically refers to a small unmanned aerial vehicle is "sUAS," which stands for small Unmanned Aircraft System. This designation emphasizes that the system is not only an aircraft but also encompasses the components that allow it to operate, including the ground control station, the communications links, and any associated software. The prefix "s" indicates that it is classified as small, typically relating to weight restrictions defined by regulatory bodies, such as the FAA. On the other hand, 'UAV' (Unmanned Aerial Vehicle) is a broader term that refers to any unmanned aircraft, regardless of size. 'UAS' (Unmanned Aircraft System) also includes more comprehensive elements, similar to sUAS, but does not restrict itself to small systems. 'UA' (Unmanned Aircraft) simply refers to the aircraft itself without considering its operational system or size specifications. Thus, "sUAS" is the most accurate term for identifying a small unmanned aerial vehicle.

5. Which component is included in a Small Unmanned Aircraft System but not in a Small Unmanned Aircraft?

A. Flight controls

B. Communication links

C. GPS system

D. Payload sensors only

A Small Unmanned Aircraft System (sUAS) encompasses a broader range of components than a Small Unmanned Aircraft (sUA), which primarily refers to the aircraft itself. Communication links are essential because they facilitate the transmission of signals between the pilot and the aircraft, allowing for remote control and telemetry. These links ensure that the operator can maintain control over the sUA, receive data, and monitor the aircraft's status during flight. In contrast, flight controls, GPS systems, and payload sensors are all integral parts of the sUA itself. While a sUA may incorporate communication links, these links are technically considered part of the overall system rather than the physical aircraft. Thus, identifying communication links as a component of sUAS but not of sUA accurately reflects the distinction between the two.

6. Where is Class E airspace typically found?

A. Surface to 2,500 ft AFL

B. 5 miles, up to 14,000 ft MSL

C. Everywhere from 700 ft AGL to 17,999 MSL

D. Uncontrolled airspace up to 1,200 ft AGL

Class E airspace is a controlled airspace that can extend from various altitudes, primarily starting at either 700 feet AGL (Above Ground Level) or from the surface in certain areas, up to 17,999 feet MSL (Mean Sea Level). This airspace is designated to provide air traffic control at lower altitudes needed for safe maneuvers and to create a buffer zone for aircraft operations. Specifically, Class E is found in the lower altitudes to provide controlled airspace for the operation of IFR (Instrument Flight Rules) and VFR (Visual Flight Rules) traffic, particularly in areas where there might not be a more restrictive controlled airspace class, ensuring that flight operations are safe and organized. The various definitions of Class E airspace allow for flexibility in the air traffic management system, accommodating both civil and commercial aviation needs. Other altitude options, such as the surface to 2,500 feet or uncontrolled airspace definitions, do not capture the full scope of where Class E airspace exists, which is more extensive when considering its upper limit alongside its starting altitude characteristics.

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7. What does MOA stand for in aviation?

A. Military Operations Area

B. Military Overview Access

C. Missile Operations Assignment

D. Military Orientation Aircraft

In aviation, MOA stands for Military Operations Area. This term refers to designated airspace where military training and operations can occur. Within an MOA, military aircraft may conduct exercises that might involve maneuvers not typically seen in civilian airspace. These areas are established to allow the military to safely engage in their activities without interference from civilian air traffic, and they often have specific times during which they are active. Civil aviation can still operate within an MOA; however, pilots are advised to maintain awareness of the military operations in the area, as these activities can include high-speed maneuvers and low-altitude flying. The establishment of an MOA is meant to enhance safety and coordination in crowded airspace while facilitating necessary military training and readiness.

8. When must Instrument Flight Rules (IFR) be used?

A. When visibility is clear and safe

B. When visual cues are obscured by weather or darkness

C. When an aircraft is flying above 10000 ft

D. When flying in restricted airspace

Instrument Flight Rules (IFR) must be used when visual cues are obscured by weather or darkness. IFR is designed for conditions where pilots cannot maintain visual reference to the ground or navigate using visual landmarks due to factors like low visibility, thick clouds, or nighttime conditions. In these scenarios, pilots rely on instruments on the aircraft to control the flight and navigate safely. Using IFR allows pilots to operate under controlled airspace and maintain safe distances from other aircraft, even when visual references are lacking. This is critical for safety, as flying solely on visual cues in poor conditions can lead to disorientation or loss of control. Understanding when to use IFR is essential for maintaining flight safety during adverse weather or limited visibility situations.

9. In which airspace do aircraft typically fly without any specific radar coverage?

A. Class E airspace

B. Class C airspace

C. Class D airspace

D. Class G airspace

In Class G airspace, which is also referred to as uncontrolled airspace, aircraft typically operate without specific radar coverage. This means that pilots in this airspace are not guaranteed air traffic control services, and they must rely on their own navigation and maintain situational awareness to avoid other aircraft. Class G airspace extends from the surface up to the base of the overlying controlled airspace and is often found in rural, less densely populated areas where the demand for air traffic control services is lower. Pilots operating in Class G must comply with visual flight rules (VFR) and ensure they maintain visual separation from other aircraft, as there is no active oversight from air traffic controllers. In contrast, Class C, Class D, and Class E airspaces all have varying degrees of radar coverage and require some level of communication with air traffic control. Class C and D are controlled airspaces where specific radar services are provided, and pilots must establish communication with the respective air traffic control facility, while Class E is a controlled airspace that can have radar coverage or not, but often involves some level of ATC interaction.

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10. What characterizes a continental polar air mass?

A. Forms over warm tropical waters

B. Brings cool, dry air

C. Is warm and humid

D. Has high moisture content

A continental polar air mass is characterized by cool temperatures and low humidity, making it predominantly cool and dry. It originates in high-latitude regions over land, particularly in areas with cold climates, such as northern Canada or Siberia. Because it forms over land rather than water, it lacks significant moisture, which contributes to its dry nature. The correct answer emphasizes the cool and dry conditions typical of a continental polar air mass. This type of air mass can influence weather patterns by bringing cooler temperatures and less humidity, often resulting in clear skies and stable atmospheric conditions when it moves into a region. In contrast, the other options describe characteristics of different types of air masses. For instance, one of the options suggests that the air mass forms over warm tropical waters, which aligns more with tropical maritime air masses that are warm and humid. Another option describes warm, humid conditions, which are not typical of continental polar air masses. Lastly, referring to high moisture content is inconsistent with the dry nature of continental polar air, which is essential to its identification and classification.

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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:

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

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