FAA THE RECREATIONAL UAS SAFETY TEST (TRUST) 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. The FAA registration number is required to be displayed

A. on the outside surface of the drone

B. on the battery

C. on the controller

D. in the user manual

2. How can a recreational flyer get an airspace authorization?

A. Through LAANC or Drone Zone

B. Through FAA Part 107 certification

C. Through B4UFLY app only

D. It is not possible

3. Before the first flight, the recommended action is to... (Safety guide).

A. Read the manufacturer's safety guide

B. Ignore safety documents

C. Fly immediately

D. Charge only one battery

4. Which organization designates FRIA?

A. FAA

B. NASA

C. NTSB

D. DHS

5. If asked by law enforcement or FAA personnel, a recreational flyer _____ provide proof of drone registration and that they have completed this course. Both documents may be in _____ format.

A. must / paper or electronic

B. may / digital only

C. must / physical only

D. may / oral

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6. Using a visual observer _____ allow a recreational flyer to fly a drone beyond their visual line of sight.

A. Does

B. Does Not

C. Will Not

D. Can

7. A homebuilt drone weighing more than 0.55 pounds without a Remote ID broadcast module may fly recreationally in which location?

A. An FAA Recognized Identification Area (FRIA)

B. Uncontrolled airspace

C. Class B airspace with authorization

D. Only indoors

8. Which has the right of way, a small UAS or a manned aircraft?

A. Manned aircraft have the right of way; you must yield and avoid.

B. Small UAS has the right of way.

C. They share rights equally.

D. The UAS can proceed first if below 100 feet.

9. If a UAS weighs 60 pounds, is it considered a small UAS under TRUST?

A. No.

B. Yes.

C. Only if registered.

D. Only if used commercially.

10. What is the maximum altitude a drone can fly above the ground in uncontrolled airspace without specific FAA authorization?

A. 400 ft

B. 1200 ft

C. 200 ft

D. 800 ft

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Answers

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

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Explanations

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1. The FAA registration number is required to be displayed

A. on the outside surface of the drone

B. on the battery

C. on the controller

D. in the user manual

Registration numbers give a unique ID to the aircraft so it can be identified by authorities and others who might encounter it. To make that ID reliable, it must be displayed on the outside surface of the drone itself where it's visible during flight and after landing. Placing it on the battery, the controller, or in the manual wouldn't guarantee visibility or stay with the aircraft in use, so those locations aren't appropriate. The mark should be legible and durable so it remains readable in normal conditions.

2. How can a recreational flyer get an airspace authorization?

A. Through LAANC or Drone Zone

B. Through FAA Part 107 certification

C. Through B4UFLY app only

D. It is not possible

Airspace authorization for a recreational flyer is obtained through the FAA's official authorization systems. The primary path is LAANC, which provides near real-time permission to operate in many controlled airspaces up to 400 feet above the ground around participating airports. If a location isn't eligible for automatic LAANC approval, you can submit a request through the FAA Drone Zone portal, where airspace personnel can review and grant access or offer alternatives. The B4UFLY app helps you see current airspace statuses and your authorization status, but it does not issue permission by itself. Part 107 certification is not required for recreational flights to obtain authorization; that certification is for commercial operators. So the correct way to get airspace authorization is through LAANC or Drone Zone.

3. Before the first flight, the recommended action is to... (Safety guide).

A. Read the manufacturer's safety guide

B. Ignore safety documents

C. Fly immediately

D. Charge only one battery

Reading the manufacturer's safety guide before your first flight is essential because it provides model-specific operating limits, required preflight checks, proper battery handling, calibration steps, and any firmware or maintenance recommendations. Following these instructions helps ensure the drone is prepared for safe operation and reduces the risk of accidents or damage. Ignoring safety documents, flying right away, or focusing only on charging one battery misses these critical, model-specific guidelines and can lead to unsafe or noncompliant operation.

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4. Which organization designates FRIA?

A. FAA

B. NASA

C. NTSB

D. DHS

FRIA stands for an FAA-Recognized Identification Area, and it is designated by the Federal Aviation Administration. The FAA is the U.S. authority that regulates drone operations and manages the national airspace, so it sets up FRIA regions to support safe, compliant unmanned aircraft activities. Other agencies like NASA, NTSB, and DHS have different missions and do not designate FRIA.

5. If asked by law enforcement or FAA personnel, a recreational flyer _____ provide proof of drone registration and that they have completed this course. Both documents may be in _____ format.

A. must / paper or electronic

B. may / digital only

C. must / physical only

D. may / oral

When a recreational flyer is asked by law enforcement or FAA personnel, they must provide proof of drone registration and that they have completed TRUST. This is a mandatory requirement, not optional. The documents can be shown in paper form or electronically, so you could carry a printed registration certificate and TRUST certificate or display digital copies on a device. Digital-only or physical-only would not fit because both formats are acceptable, and verbal confirmation alone isn't sufficient; you need verifiable documentation.

6. Using a visual observer _____ allow a recreational flyer to fly a drone beyond their visual line of sight.

A. Does

B. Does Not

C. Will Not

D. Can

A visual observer helps you keep the drone in sight and watch for hazards, but it does not let you fly beyond your visual line of sight. For recreational flyers, the UAS must remain within visual sight at all times, and even with an observer, you're not permitted to operate BVLOS. The observer can assist by spotting obstacles or giving you a second set of eyes to maintain situational awareness, but the flight still must stay in sight of someone at all times. Flying beyond that would require special waivers and approvals not covered by standard TRUST rules.

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7. A homebuilt drone weighing more than 0.55 pounds without a Remote ID broadcast module may fly recreationally in which location?

A. An FAA Recognized Identification Area (FRIA)

B. Uncontrolled airspace

C. Class B airspace with authorization

D. Only indoors

The situation tests how Remote ID rules limit outdoor flight when your drone doesn't broadcast Remote ID. If a homebuilt drone weighs more than 0.55 pounds and has no Remote ID signal, you may fly recreationally only in a FAA Recognized Identification Area. FRIA are specific outdoor zones recognized by the FAA where UAS without Remote ID can operate legally, as long as you follow the usual safety rules and stay within the FRIA boundaries. Other outdoor locations, including uncontrolled airspace or Class B airspace, require Remote ID or special authorization, and indoor flight, while possible, isn't the outdoor option described here.

8. Which has the right of way, a small UAS or a manned aircraft?

A. Manned aircraft have the right of way; you must yield and avoid.

B. Small UAS has the right of way.

C. They share rights equally.

D. The UAS can proceed first if below 100 feet.

In airspace where a small UAS and a manned aircraft could conflict, the manned aircraft has priority and the UAS operator must yield and avoid. This priority exists because manned aircraft are piloted, can be harder to maneuver quickly, and the safety risk of a collision is much greater. The remote pilot should take immediate action to stay well clear—altering course, changing altitude, or landing if necessary—while continuing to monitor the situation and maintain visual contact. Saying the UAS has the right of way, or that rights are shared equally, would ignore the safety hierarchy in the air. There's also no rule that proceeding first below a certain altitude grants the UAS priority over a manned aircraft. The emphasis is always on avoiding a collision and giving way to manned aircraft.

9. If a UAS weighs 60 pounds, is it considered a small UAS under TRUST?

A. No.

B. Yes.

C. Only if registered.

D. Only if used commercially.

Small UAS are defined by their maximum takeoff weight: 55 pounds or less. A UAS weighing 60 pounds exceeds that limit, so it is not considered a small UAS under TRUST. Registration status or whether you fly commercially doesn't change this size classification; those factors relate to other rules and requirements.

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10. What is the maximum altitude a drone can fly above the ground in uncontrolled airspace without specific FAA authorization?

A. 400 ft

B. 1200 ft

C. 200 ft

D. 800 ft

In an unrestricted airspace environment, the safe ceiling for a drone without special FAA authorization is 400 feet above the ground. This limit helps keep drone flights well clear of most manned aircraft that operate at higher altitudes and makes it easier to maintain visual contact with the drone. If you need to fly higher than 400 feet, you'd have to obtain authorization to operate in controlled airspace (through the proper FAA channels). The other numbers either exceed the allowed maximum or are simply below it—400 feet is the highest altitude you can fly without additional authorization, while 200 feet is within the limit but not the maximum, and 800 or 1200 feet would require clearance.

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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://faatrust.examzify.com

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

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