IASD DRONE OPERATIONS 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 should a robust emergency plan for UAS operations near critical infrastructure include?**

   A. A plan that relies solely on automated systems without human oversight.

   B. A plan that includes defined abort criteria, emergency landing procedures, communication protocols, and recovery actions.

   C. A plan that includes only weather monitoring.

   D. A plan that has no rehearsals and is optional.

2. **A local TV station has had multiple near misses and two small unmanned aircraft accidents. What would be a solution for improving operating safety culture?**

   A. The news station should recognize hazardous attitudes and situations and develop standard operating procedures that emphasize safety.

   B. Hire more staff

   C. Reduce training hours

   D. Increase flight speeds

3. **Which frequency is appropriate to transmit intentions when 10 miles out from Currituck County Airport?**

   A. 123.45 MHz

   B. 134.0 MHz

   C. 122.9 MHz

   D. 121.2 MHz

4. **If weather deteriorates beyond permitted limits during a UAS flight, what action should be taken?**

   A. Continue to complete the mission

   B. Stop the flight

   C. Increase altitude to avoid weather

   D. Switch to auto mode

5. **Which statement about ATIS broadcasts is correct?**

   A. ATIS broadcasts are continuous and concern noncontrol information in selected high-activity terminal areas

   B. ATIS broadcasts provide live clearance instructions from ATC

   C. ATIS broadcasts include only weather observations

   D. ATIS broadcasts are updated once per day

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6. What post-flight checks are essential after each mission?

A. Power down the drone and store in the case without reviewing data.

B. Only check battery levels.

C. Inspect airframe for damage, secure all components, download and review flight data/logs, check battery health, note anomalies, recharge.

D. Perform a software update during the post-flight phase.

7. In drone operations, what does privacy by design require?

A. Privacy by design means nothing about flight planning; it's unrelated.

B. It means avoiding collecting data entirely, regardless of regulatory needs.

C. Preventing all data access by anyone.

D. Incorporating privacy protections into flight planning, data handling and retention from the outset; minimize data capture and secure data.

8. Which statement describes the use of CTAF in airport operations?

A. To monitor airport traffic when a control tower is not in operation.

B. To receive ATC clearance.

C. To contact ground operations for baggage.

D. To communicate with weather services only.

9. Risk management in the aeronautical decision making (ADM) process relies on which features to reduce the risks associated with each flight?

A. Weather briefing alone

B. Situational awareness, problem recognition, and good judgment

C. Fuel efficiency optimization

D. Communication with ATC

10. What measures minimize risk when flying near airports or in restricted zones?

A. Obtain appropriate authorization, plan routes to avoid restricted airspace, use geofencing, coordinate with ATC, and adhere to procedures.

B. Fly directly over airports to test performance.

C. Ignore restricted airspace if you can see it.

D. Rely only on pilot vision without any coordination.

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Answers

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

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Explanations

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1. What should a robust emergency plan for UAS operations near critical infrastructure include?

A. A plan that relies solely on automated systems without human oversight.

B. A plan that includes defined abort criteria, emergency landing procedures, communication protocols, and recovery actions.

C. A plan that includes only weather monitoring.

D. A plan that has no rehearsals and is optional.

A robust emergency plan for UAS operations near critical infrastructure focuses on proactive risk management: it defines when to abort, how to perform emergency landings, how to maintain clear communication with on-site personnel and authorities, and how to recover and secure the aircraft and data after any incident. This combination ensures a rapid, coordinated response to in-flight problems, equipment failures, or unexpected conditions, reducing the chance of harm to people or critical assets. Weather monitoring alone cannot address other emergency scenarios like loss of control, GPS or comms failures, or the need to land quickly in a safe location. Plans that skip rehearsals or rely solely on automation also fall short because real-world emergencies require human judgment and practiced procedures. A complete, practiced plan with abort criteria, emergency landing procedures, communication protocols, and recovery actions provides the necessary framework to manage risk effectively.

2. A local TV station has had multiple near misses and two small unmanned aircraft accidents. What would be a solution for improving operating safety culture?

A. The news station should recognize hazardous attitudes and situations and develop standard operating procedures that emphasize safety.

B. Hire more staff

C. Reduce training hours

D. Increase flight speeds

Building a strong safety culture in UAS operations comes from making risk recognition a daily habit and backing it with clear, formal procedures. By teaching people to identify hazardous attitudes and situations, you surface human factors that often lead to errors, so appropriate mitigations can be applied before something goes wrong. Coupling that with standard operating procedures that emphasize safety gives everyone the same expectations and steps to follow, creating consistency, accountability, and a proactive safety mindset. In this scenario, that combination directly targets why near misses and accidents occur, turning safety into a shared practice rather than relying on individual vigilance alone. Increasing staff without changing how safety is approached, reducing training hours, or flying faster would not instill that culture or reduce risk in the same way.

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3. Which frequency is appropriate to transmit intentions when 10 miles out from Currituck County Airport?

A. 123.45 MHz

B. 134.0 MHz

C. 122.9 MHz

D. 121.2 MHz

The main idea here is to share your position and intended flight plan with other air traffic by using the airport's CTAF/UNICOM frequency when you're in the vicinity. Broadcasting on this frequency lets pilots in the area know you're operating near Currituck County Airport, which helps maintain situational awareness and avoid conflicts as you approach or depart. Using 122.9 MHz fits because it is the CTAF/UNICOM assigned to the field for pilots to announce their intentions, especially when the tower isn't actively controlling traffic. The other options aren't the designated field CTAF for routine traffic advisory: they're used for different services or not commonly used for this purpose, so they wouldn't effectively communicate your intentions to nearby pilots.

4. If weather deteriorates beyond permitted limits during a UAS flight, what action should be taken?

A. Continue to complete the mission

B. Stop the flight

C. Increase altitude to avoid weather

D. Switch to auto mode

When weather moves outside the approved limits, the safest move is to stop the flight and land as soon as practical in a safe area. Weather beyond the permitted envelope can quickly degrade aircraft performance, reduce control, and increase the risk of loss of control or damage. Continuing the mission won't make the weather safer or the drone more capable; attempting to climb higher can expose you to different, possibly worse conditions and may violate altitude and power limits, while switching to auto mode won't overcome degraded visibility, gusts, or wind shear. Stopping the flight and landing allows you to protect people and property, reassess conditions, and resume only when it's safe.

5. Which statement about ATIS broadcasts is correct?

A. ATIS broadcasts are continuous and concern noncontrol information in selected high-activity terminal areas

B. ATIS broadcasts provide live clearance instructions from ATC

C. ATIS broadcasts include only weather observations

D. ATIS broadcasts are updated once per day

ATIS is an automated, continuous broadcast that provides non-control information for busy terminal areas. It gives pilots the current weather, winds, altimeter, active runway, and other pertinent airport information so you can plan before contacting ATC. It does not carry live clearance instructions—those are obtained from ATC separately after listening to the ATIS. It's not limited to weather alone; while weather is included, ATIS also covers runway in use, available approaches, NOTAMs, and similar details. Updates happen when conditions change, not just once per day, so the information is refreshed as needed.

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6. What post-flight checks are essential after each mission?

A. Power down the drone and store in the case without reviewing data.

B. Only check battery levels.

C. Inspect airframe for damage, secure all components, download and review flight data/logs, check battery health, note anomalies, recharge.

D. Perform a software update during the post-flight phase.

Post-flight checks involve verifying airworthiness by inspecting the airframe for damage and ensuring all components are secure, while also reviewing flight data to detect any anomalies and plan maintenance. Look for cracks, dents, loose or damaged parts, and ensure propellers, motors, and mounting points are intact. Secure everything that could come loose during flight, including payloads, antennas, and cables. Download and review the flight data or logs to understand performance, check for abnormal deviations in GPS, altitude, motor temperatures, and battery behavior, and note any alerts or warnings. Assess battery health by considering remaining capacity, cycle count, voltages, and temperatures, then recharge or prepare the battery for the next mission. Recording any anomalies helps guide maintenance and prevents repeated issues. This combination of physical inspection, securement, data review, and battery readiness ensures the aircraft is safe and prepared for the next flight. The other options miss essential safety and readiness steps: simply powering down and storing without data review neglects potential structural or performance issues; checking only battery levels overlooks airframe condition and data insights; and a software update during post-flight is not a required safety check and should be handled separately if needed.

7. In drone operations, what does privacy by design require?

A. Privacy by design means nothing about flight planning; it's unrelated.

B. It means avoiding collecting data entirely, regardless of regulatory needs.

C. Preventing all data access by anyone.

D. Incorporating privacy protections into flight planning, data handling and retention from the outset; minimize data capture and secure data.

Privacy by design means weaving privacy protections into every step of drone operations from the very start. That means when planning a flight, you consider what data you might collect and how it will be used, who can access it, and how it will be stored and retained. The aim is to minimize data collection to only what's necessary, apply strong security measures, and set clear retention limits so data isn't kept longer than needed. By embedding these controls into flight planning, data handling, and retention practices from the outset, you reduce privacy risks and align with regulatory expectations and stakeholder trust. That's why the best choice emphasizes integrating privacy protections into flight planning, data handling and retention from the outset, with data minimization and secure storage. The other ideas miss the practical and integrated approach: they either ignore planning, demand no data collection regardless of need, or try to block all access, which isn't feasible or appropriate in real-world operations.

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8. Which statement describes the use of CTAF in airport operations?

A. To monitor airport traffic when a control tower is not in operation.

B. To receive ATC clearance.

C. To contact ground operations for baggage.

D. To communicate with weather services only.

Common Traffic Advisory Frequency is the radio channel pilots use to broadcast their position and intentions when there is no active air traffic controller in the tower. This lets pilots self-coordinate with other traffic on and around the airport, helping maintain situational awareness and avoid collisions on non-towered fields or when the tower is closed. It isn't used to receive ATC clearances—that requires contacting the appropriate ATC facility on a tower or clearance-delivery frequency. It also isn't for contacting ground operations or obtaining baggage services, nor for weather updates (those come from ATIS, AWOS, or METAR/TAF broadcasts). When a control tower is in operation, pilots use the tower frequency instead of CTAF.

9. Risk management in the aeronautical decision making (ADM) process relies on which features to reduce the risks associated with each flight?

A. Weather briefing alone

B. Situational awareness, problem recognition, and good judgment

C. Fuel efficiency optimization

D. Communication with ATC

Risk management in ADM hinges on the pilot's ability to stay aware of the flight environment, identify hazards as they appear, and use sound judgment to choose and implement safe actions. Maintaining situational awareness keeps you informed about weather, terrain, airspace, traffic, and equipment status so hazards don't sneak up. Recognizing problems early lets you assess their urgency and potential impact, so you can anticipate how risks might evolve during the flight. Good judgment ties this together by evaluating options, prioritizing safety, and selecting practical mitigations—such as altering the route, changing altitude, delaying departure, or declaring an emergency if needed. These elements work together to continually reduce risk on every flight. Relying on weather briefing alone lacks the ongoing hazard detection and decision-making process; focusing only on fuel efficiency ignores safety considerations, and maximizing ATC communication, while important, doesn't substitute for personal risk assessment and management.

10. What measures minimize risk when flying near airports or in restricted zones?

A. Obtain appropriate authorization, plan routes to avoid restricted airspace, use geofencing, coordinate with ATC, and adhere to procedures.

B. Fly directly over airports to test performance.

C. Ignore restricted airspace if you can see it.

D. Rely only on pilot vision without any coordination.

When flying near airports or in restricted zones, risk is minimized by strict regulatory compliance and proactive planning. Obtain the appropriate authorization from the governing authority before operating in controlled airspace, since many areas require permission or a formal clearance. Plan routes to avoid restricted airspace whenever possible, reducing the chance of inadvertently entering protected areas. Use geofencing to create automatic boundaries that help prevent entry into restricted zones. Coordinate with Air Traffic Control as needed so your flight is integrated into the surrounding traffic and you receive any required instructions. Adhere to established procedures, including altitude limits, communication protocols, and any published in-flight rules, to maintain predictable and safe operations. Flying directly over airports to test performance, ignoring restricted airspace, or relying solely on visual sight without coordination all carry serious safety and legal risks.

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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://iasddroneops.examzify.com

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

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