UAS REMOTE PILOT PRACTICE EXAM (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 are the requirements for operating a UAS at night under Part 107?

A. The UAS must be equipped with anti-collision lighting, and the pilot must be current and appropriately certified

B. The UAS must have GPS tracking and night vision

C. The pilot must have a second operator present and operate below 400 feet

D. The UAS must be registered and have a special permit

2. Why is maintaining a clear communication link important during UAS operations?

A. To broadcast live video to viewers

B. To comply with local media regulations

C. To ensure control and situational awareness throughout the flight

D. To enhance the speed of data collection

3. Which of the following scenarios would require a Remote Pilot to abort a flight?

A. Encountering a light tailwind

B. Loss of GPS signal mid-flight

C. Flying in familiar airspace

D. Low battery warning within operational limits

4. What is the maximum weight (including payload) for a UAS to operate under Part 107?

A. 50 pounds

B. 55 pounds

C. 60 pounds

D. 70 pounds

5. What is one of the primary risks of operating a UAS in high wind conditions?

A. Improved stability

B. Increased battery life

C. Reduced stability and control

D. Better maneuverability

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6. Why is it important to know about electromagnetic interference in UAS operations?

A. It can enhance the UAS performance

B. It can disrupt communication between the pilot and the UAS

C. It is needed for UAS maintenance

D. It affects the UAS battery life

7. Sky Way Airport is classified as what type of airport?

A. Public use airport

B. Non-public use airport

C. International airport

D. Private airport

8. What visual limitation must a UAS operator adhere to during flight?

A. The UAS must remain within a designated loiter zone

B. The UAS must be visible to the operator at all times

C. The UAS must maintain altitude under 200 feet

D. The UAS must operate only in daylight hours

9. Which class of airspace is the area within 5 miles of Barnes County Airport classified as?

A. Class G airspace from the surface up to but not including 700 feet AGL

B. Class B airspace from 1,200 feet to 3,000 feet AGL

C. Class C airspace from the surface to 2,500 feet AGL

D. Class D airspace from 0 feet to 1,800 feet AGL

10. What is the classification of airspace over Tomlinson Airport up to 18,000 feet MSL?

A. Class G

B. Class E

C. Class A

D. Class C

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Answers

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

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Explanations

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1. What are the requirements for operating a UAS at night under Part 107?

A. The UAS must be equipped with anti-collision lighting, and the pilot must be current and appropriately certified

B. The UAS must have GPS tracking and night vision

C. The pilot must have a second operator present and operate below 400 feet

D. The UAS must be registered and have a special permit

The requirements for operating a UAS at night under Part 107 specifically state that the UAS must be equipped with anti-collision lighting so that it remains visible to others and can be safely operated in low-light conditions. This lighting generally needs to be capable of being seen for at least three statute miles. Additionally, the remote pilot in command must be current and appropriately certified, meaning they must hold a remote pilot certificate and have completed the necessary training and testing. This ensures that pilots have the requisite knowledge and skills to operate safely in nighttime conditions. The other options do not fully meet the established requirements or introduce unnecessary conditions: while GPS tracking and night vision can be useful, they are not mandated under Part 107 for night operations. Similarly, the presence of a second operator is not a requirement; operators can fly solo. Lastly, while registration of the UAS is required, simply having a registration does not address the specific safety and certification standards implemented for nighttime operations.

2. Why is maintaining a clear communication link important during UAS operations?

A. To broadcast live video to viewers

B. To comply with local media regulations

C. To ensure control and situational awareness throughout the flight

D. To enhance the speed of data collection

Maintaining a clear communication link during UAS operations is crucial to ensure control and situational awareness throughout the flight. A robust communication link allows the remote pilot to receive real-time telemetry data, such as altitude, speed, battery status, and GPS positioning, all of which are vital for safe and effective operation. It also enables the pilot to convey commands to the UAS and make instantaneous adjustments in response to changing conditions or unforeseen circumstances. When the communication link is stable and clear, pilots are better equipped to monitor the drone's performance and any potential obstacles in the environment, enhancing overall safety. Disruptions to this link can lead to loss of control, which can result in accidents or loss of the UAS. Thus, a reliable communication link is fundamental for maintaining both control of the UAS and awareness of the operational environment, ensuring a successful flight mission.

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3. Which of the following scenarios would require a Remote Pilot to abort a flight?

A. Encountering a light tailwind

B. Loss of GPS signal mid-flight

C. Flying in familiar airspace

D. Low battery warning within operational limits

A Remote Pilot must be prepared to abort a flight when there is a loss of GPS signal mid-flight. The Global Positioning System (GPS) is crucial for maintaining positional awareness, navigation, and stability of the UAS. Without a reliable GPS signal, the pilot may lose control over the aircraft, as it could drift away from its intended flight path or lose the ability to return to home or a safe landing site. Maintaining situational awareness and control is paramount for safety, making the loss of GPS signal a significant reason to terminate the flight. In contrast, encountering a light tailwind is not typically a reason to abort flight, as it is manageable under normal flying conditions and does not inherently compromise safety. Flying in familiar airspace is generally considered safe for Remote Pilots, as they are aware of potential hazards and regulations in the area. A low battery warning that is still within operational limits would not necessitate an immediate abort, as the pilot can monitor battery levels and land safely within the expected timeframe before the battery reaches a critical level. In essence, safety and maintaining control are the primary concerns, which is why a loss of GPS signal warrants immediate action.

4. What is the maximum weight (including payload) for a UAS to operate under Part 107?

A. 50 pounds

B. 55 pounds

C. 60 pounds

D. 70 pounds

Under Part 107 of the Federal Aviation Administration (FAA) regulations, the maximum weight for a small Unmanned Aircraft System (UAS) to operate, including its payload, is specified as 55 pounds. This limit is crucial for ensuring the safety and operational efficiency of small UAS. When considering the maximum weight, it encompasses not only the UAS itself but also any additional equipment or cargo being carried for the flight. This weight limitation is set to mitigate risks during operations, such as difficulties in controlling heavier drones, increased potential for damage in the event of an accident, and broader regulatory compliance. It's important to note that while some may consider operating larger aircraft under different guidelines, Part 107 distinctly defines small UAS operations with this weight limit to streamline regulations and promote safe flying practices in the National Airspace System. The figure provided in the answer aligns directly with these established parameters, reflecting the necessities for safety and regulatory compliance within the realm of available UAS operations.

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5. What is one of the primary risks of operating a UAS in high wind conditions?

A. Improved stability

B. Increased battery life

C. Reduced stability and control

D. Better maneuverability

Operating a UAS in high wind conditions poses significant challenges, primarily due to reduced stability and control. High winds can create turbulence and unpredictable gusts that affect the drone's ability to maintain a stable flight path. This instability can lead to difficulty in precise positioning, increased risk of drift away from the intended flight path, and challenges in executing maneuvers safely. When a drone is subjected to strong winds, it may struggle to fight against the wind forces, which can cause it to become unresponsive or harder to control. This is particularly concerning when flying near obstacles or in crowded spaces where precise movements are crucial. Pilots must account for these factors and often need to make real-time adjustments to maintain control, which can be difficult and increase the likelihood of accidents. In contrast, the other options present ideas that do not align with the realities of flying a UAS in high winds. For example, improved stability and better maneuverability would not be outcomes of high wind conditions; instead, they are factors associated with calm weather flying. Similarly, increased battery life is not a feature affected by wind conditions. Overall, understanding the risks associated with high winds is vital for safe UAS operation.

6. Why is it important to know about electromagnetic interference in UAS operations?

A. It can enhance the UAS performance

B. It can disrupt communication between the pilot and the UAS

C. It is needed for UAS maintenance

D. It affects the UAS battery life

Understanding electromagnetic interference (EMI) is crucial in UAS operations primarily because it can disrupt communication between the pilot and the UAS. Effective communication is essential for the safe and controlled operation of the drone, including navigation, data transmission, and real-time feedback. When EMI occurs, it can interfere with the signals sent between the UAS and the remote pilot, leading to potential loss of control, incorrect data being received, or even the potential for the UAS to malfunction or crash. Identifying and mitigating sources of EMI ensures that the UAS can operate safely and effectively in various environments, which is particularly important in complex operational settings such as urban areas or near other electronic devices. UAS pilots need to be aware of potential EMI sources, like power lines, communication towers, or other electronic equipment, to maintain consistent communication and operational integrity. The other options do not accurately capture the primary concern associated with EMI. While enhancing UAS performance, maintenance considerations, and battery life might be relevant topics in broader discussions about drone operations, they do not directly address the immediate and critical impact of EMI on pilot-drone communication.

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7. Sky Way Airport is classified as what type of airport?

A. Public use airport

B. Non-public use airport

C. International airport

D. Private airport

Sky Way Airport is classified as a non-public use airport, which indicates that it is not open for public use and typically has restrictions regarding who can operate on the airfield. Non-public use airports are often privately owned and may serve specific entities, such as corporations or government agencies. This classification means that access is limited to specified individuals or groups, contrasting with public use airports that are generally open to all pilots and aircraft. The distinction is essential for understanding airspace usage and regulations governing different types of airports. Public use airports are accessible to the general public and typically comply with federal regulations allowing all types of aircraft. International airports facilitate flights to and from other countries and usually have customs facilities, which may not apply to a non-public use airport. Private airports are similar in that they may not be accessible to the public, but they are classified differently based on ownership and operational specifics.

8. What visual limitation must a UAS operator adhere to during flight?

A. The UAS must remain within a designated loiter zone

B. The UAS must be visible to the operator at all times

C. The UAS must maintain altitude under 200 feet

D. The UAS must operate only in daylight hours

A UAS operator must ensure that the aircraft remains visible to them at all times during flight, as this is critical for maintaining situational awareness and ensuring safe operation. This requirement is an essential aspect of the rules for remote piloting, as it allows the operator to effectively monitor the aircraft's position and surroundings, avoiding potential collisions with other aircraft, obstacles, or individuals on the ground. By being able to see the UAS directly, the operator can react promptly to any unexpected situations or changes in the environment. This visual line-of-sight requirement emphasizes the importance of maintaining control and responsibility over the UAS, aligning with safety regulations enforced by aviation authorities. In contrast, the other options may contain components of operating procedures but do not address the critical aspect of visual control during flight, which is fundamental to safe UAS operation.

9. Which class of airspace is the area within 5 miles of Barnes County Airport classified as?

A. Class G airspace from the surface up to but not including 700 feet AGL

B. Class B airspace from 1,200 feet to 3,000 feet AGL

C. Class C airspace from the surface to 2,500 feet AGL

D. Class D airspace from 0 feet to 1,800 feet AGL

The area within 5 miles of Barnes County Airport is classified as Class G airspace from the surface up to but not including 700 feet AGL. Class G airspace is generally uncontrolled airspace and extends from the ground up to the base of the overlying controlled airspace. At many airports, especially those without control towers, the airspace surrounding them can remain as Class G. In the case of Barnes County Airport, if it does not have an operational control tower, then the airspace within that 5-mile radius is indeed Class G. This airspace allows for more flexibility in flight operations, especially for small unmanned aircraft systems, as it provides minimal regulatory restrictions. Class B, Class C, and Class D airspaces are all controlled airspaces that have specific operational requirements and are typically around airports with higher traffic densities or operational control towers, which would not apply in this scenario for locations without such facilities.

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10. What is the classification of airspace over Tomlinson Airport up to 18,000 feet MSL?

A. Class G

B. Class E

C. Class A

D. Class C

The classification of airspace over Tomlinson Airport up to 18,000 feet MSL (Mean Sea Level) is Class E airspace. This classification is applicable in areas where controlled airspace begins to transition from the surface up to 18,000 feet. Class E airspace is designed to provide air traffic control services to aircraft operating under instrument flight rules (IFR) and serves as a buffer to Class A airspace, which starts at 18,000 feet MSL. In Class E airspace, pilots are required to adhere to specific operational rules concerning visibility and cloud clearance, but they may operate without a clearance from air traffic control when flying under visual flight rules (VFR). This designation is important for maintaining safety and efficient traffic management, especially in proximity to airports and near heavily-trafficked flight routes. While other classifications like Class A, Class C, and Class G exist in the airspace system, they do not apply in the same way to the space over Tomlinson Airport up to 18,000 feet. Class A airspace is exclusively for IFR operations, starting at 18,000 feet, while Class C airspace is typically found around larger airports with a significant amount of commercial traffic, and

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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://uasremotepilot.examzify.com

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

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