

# Advanced Drone Operations Certification Practice Exam (Sample)

## Study Guide



**Everything you need from our exam experts!**

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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.

# 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!**

## Questions

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- 1. Which term describes aircraft capable of operating without an onboard person?**
  - A. Drones/RPA/RPAS**
  - B. RPAS**
  - C. Unmanned**
  - D. UAV**
  
- 2. Which statement correctly describes night operations in Northern Domestic Airspace?**
  - A. Night flights are allowed under VFR with standard equipment.**
  - B. Night flights must be IFR and include a gyroscopic heading indicator.**
  - C. Night flights require no special equipment.**
  - D. Night flights require only a magnetic compass.**
  
- 3. High Level Airspace is defined as what altitude?**
  - A.  $\geq$  18,000 feet ASL**
  - B.  $<$  18,000 feet ASL**
  - C. 30,000 feet**
  - D. 12,000 feet**
  
- 4. What does VORTAC combine?**
  - A. DME and GPS**
  - B. GPS and VOR**
  - C. VOR and DME**
  - D. VOR and ILS**
  
- 5. Which code word represents the letter P?**
  - A. Papa**
  - B. Quebec**
  - C. Oscar**
  - D. Mike**

- 6. AIRMET provides which of the following descriptions?**
- A. A radar-based current weather map.**
  - B. A forecast for the next 24 hours.**
  - C. An aid to flight planning for a single region.**
  - D. Airmen's Meteorological Information describing weather along a route that may affect safety.**
- 7. Induced Drag: Which statement best describes Induced Drag?**
- A. Drag that arises from the generation of lift on a wing**
  - B. Drag caused by skin friction**
  - C. Drag caused by form**
  - D. Drag caused by interference**
- 8. If a pilot declares Urgency due to a medical issue, what is ATC expected to do?**
- A. Immediately declare Distress and summon emergency services.**
  - B. Provide support to minimize risk and coordinate resources as needed.**
  - C. Do nothing until the issue is resolved.**
  - D. Advise the pilot to continue as planned.**
- 9. The letter N is represented by which code word?**
- A. Oscar**
  - B. Quebec**
  - C. November**
  - D. India**
- 10. Which entity typically provides Airport Control Service?**
- A. Airport Control Towers**
  - B. Area Control Centers**
  - C. ACCs**
  - D. ATC Units**

## Answers

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

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## **Explanations**

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**1. Which term describes aircraft capable of operating without an onboard person?**

- A. Drones/RPA/RPAS**
- B. RPAS**
- C. Unmanned**
- D. UAV**

The key idea is that the term explicitly communicates remote operation without an on-board pilot. Remotely Piloted Aircraft System signals that the aircraft is controlled from a distance by a ground-based operator and includes the supporting control system, not just the vehicle itself. This makes it unambiguous that there is no person aboard the aircraft, which is exactly the scenario described. In contrast, UAV refers to the aircraft itself, unmanned is a generic descriptor, and drones is a common but informal umbrella term that doesn't pin down the control arrangement. That's why the term RPAS is the most precise and widely used designation for aircraft operating without an onboard person.

**2. Which statement correctly describes night operations in Northern Domestic Airspace?**

- A. Night flights are allowed under VFR with standard equipment.**
- B. Night flights must be IFR and include a gyroscopic heading indicator.**
- C. Night flights require no special equipment.**
- D. Night flights require only a magnetic compass.**

The key idea is that at night in Northern Domestic Airspace, navigation and safety rely on instrument flight rules rather than visual references. Flying at night in this region typically requires operating under IFR and having the appropriate instrument equipment, including a gyroscopic heading indicator. The gyroscopic heading indicator provides a stable, reliable heading reference independent of the magnetic compass, which can be unreliable in high-latitude or remote areas where variation can be extreme or where ground-based navigation aids are sparse. For IFR flight, pilots must have instruments that keep precise flight attitude and navigation on course, especially when weather or visibility limits outside references. So, night operations are not allowed under VFR with standard equipment in this area, and relying on no special equipment or only a magnetic compass isn't sufficient. The gyroscopic heading indicator, as part of the required IFR instrumentation, helps ensure the aircraft can maintain a precise heading and follow published routes safely when outside visual references are available.

### 3. High Level Airspace is defined as what altitude?

- A.  $\geq$  18,000 feet ASL**
- B. < 18,000 feet ASL**
- C. 30,000 feet**
- D. 12,000 feet**

High Level Airspace begins at 18,000 feet above mean sea level and extends upward to the upper limits (in the U.S. this is Class A airspace up to FL600). This is the portion of airspace where ATC clearance and IFR operation are required. So the defining boundary is the start at 18,000 feet ASL—anything at or above that is high level airspace. The other options place you below that boundary (12,000 or 18,000 as the ceiling, or 30,000 without indicating the starting point) and don't identify the correct threshold.

### 4. What does VORTAC combine?

- A. DME and GPS**
- B. GPS and VOR**
- C. VOR and DME**
- D. VOR and ILS**

VORTAC combines a VOR beacon with DME to provide both bearing and distance from the station. The VOR portion gives azimuth information, showing you which radial you're on relative to the station. The DME portion measures how far you are from the station by calculating the travel time of signals between the aircraft and the ground transponder. Together, you can determine your position along a known radial (and, with more than one VORTAC, fix your exact location). GPS and ILS are separate systems; GPS is satellite-based positioning, and ILS is an approach system with localizer and glide slope, not part of VORTAC. So the combination you rely on is VOR plus DME.

### 5. Which code word represents the letter P?

- A. Papa**
- B. Quebec**
- C. Oscar**
- D. Mike**

Communications clarity in drone operations relies on the NATO phonetic alphabet, where each letter has a distinct code word. The letter P is spoken as "Papa" to avoid confusion on noisy radios or with similar-sounding letters. In this system, "Papa" clearly represents P, while the other code words map to different letters (Quebec for Q, Oscar for O, Mike for M). Using the standardized code words reduces miscommunication, ensuring commands or identifiers are understood correctly even with static or accented speech.

**6. AIRMET provides which of the following descriptions?**

- A. A radar-based current weather map.**
- B. A forecast for the next 24 hours.**
- C. An aid to flight planning for a single region.**
- D. Airmen's Meteorological Information describing weather along a route that may affect safety.**

AIRMETs provide Airmen's Meteorological Information describing weather along a route that may affect safety. They're issued to alert pilots to en route weather hazards that could impact flight safety, such as moderate icing, moderate turbulence, or instrument meteorological conditions and mountain obscuration. They're meant for planning and situational awareness during flight, covering smaller areas and valid for a limited time (typically around 6 hours). This makes them different from real-time radar maps or longer-range forecasts; they're not a radar image, nor a 24-hour forecast, and they're not limited to just one region but focused on weather along the intended route.

**7. Induced Drag: Which statement best describes Induced Drag?**

- A. Drag that arises from the generation of lift on a wing**
- B. Drag caused by skin friction**
- C. Drag caused by form**
- D. Drag caused by interference**

Induced drag is the portion of drag that arises directly from the wing generating lift. When a wing produces lift, the air must be directed downward (downwash) and wingtip vortices form. This redistribution of airflow creates a rearward force component that opposes forward motion, so drag is produced as a byproduct of lift generation. This is why induced drag is linked to how much lift the wing is producing and tends to increase at higher angles of attack or lower speeds. The other types of drag come from different causes: skin friction from viscous shear on surfaces, form drag from pressure differences around the shape, and interference drag from flow interactions between surfaces. So the statement that best describes induced drag is that it arises from the generation of lift on a wing.

**8. If a pilot declares Urgency due to a medical issue, what is ATC expected to do?**

- A. Immediately declare Distress and summon emergency services.**
- B. Provide support to minimize risk and coordinate resources as needed.**
- C. Do nothing until the issue is resolved.**
- D. Advise the pilot to continue as planned.**

When a pilot declares Urgency due to a medical issue, ATC must provide priority handling and actively coordinate resources to minimize risk. This means keeping the affected aircraft, as much as possible, separated from other traffic, offering the information and routing it needs, and arranging or coordinating medical and ground support as appropriate. The controller may adjust clearances, expedite an approach, and communicate with airport operations and emergency services to ensure a safe, timely landing and post-landing assistance. That's why the best choice is that ATC provides support to minimize risk and coordinates resources as needed. The other options describe actions that would be used only in more severe distress or are not aligned with how ATC should respond to a medical issue in Urgency, such as doing nothing, telling the pilot to continue as planned, or escalating to Distress.

**9. The letter N is represented by which code word?**

- A. Oscar**
- B. Quebec**
- C. November**
- D. India**

In the standard phonetic alphabet used for clear radio communication, each letter has a distinct code word to avoid miscommunication. The letter N is assigned the code word November, which is used when spelling out words letter by letter. So November is the correct code word for N. Oscar, Quebec, and India correspond to O, Q, and I respectively, not N.

**10. Which entity typically provides Airport Control Service?**

- A. Airport Control Towers**
- B. Area Control Centers**
- C. ACCs**
- D. ATC Units**

The airport control service is provided by the aerodrome control tower. This tower is the air traffic control facility located at the airport and is responsible for managing aircraft on the ground and in the immediate airspace around the airport, including taxiing on runways and ramps, as well as takeoffs and initial approaches. Once aircraft move beyond the airport's immediate control area, they're handed off to the appropriate center for en-route management. Area control centers handle larger, en-route airspace and terminal areas beyond the airport's immediate vicinity, so they're not the primary provider of Airport Control Service. The term ACCs is another way to refer to those centers, and ATC Units is too generic to specify the airport's local control function.

## 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](mailto:hello@examzify.com).**

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

**<https://advanceddroneops.examzify.com>**

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

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