FAA 107 Commercial Drone Pilot Practice Exam (Sample)

Study Guide

BY EXAMZIFY

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

1. **What is the role of the visual observer in UAS operations?**
   A. To control the flight path of the UAS
   B. To assist the remote pilot in maintaining visual line of sight
   C. To conduct preflight checks
   D. To manage the UAS registration

2. **In what case can you operate a drone over people?**
   A. When it is a public event
   B. When the operation complies with specific conditions outlined in Part 107
   C. When the pilot has prior experience
   D. When the drone is equipped with a camera

3. **Within what time period must a Remote Pilot in Command (PIC) report a UAS accident to the FAA?**
   A. 24 hours
   B. 48 hours
   C. 7 days
   D. 10 days

4. **What is required for a person to be directly involved in the operation of a small unmanned aircraft?**
   A. The person must be a certified pilot
   B. The person must be part of the crew or a visual observer
   C. The person must be an employee of the operator
   D. The person must hold an FAA certificate

5. **What is a safe cover for a person situated under a small unmanned aircraft in flight?**
   A. A large umbrella
   B. A protective structure
   C. A vehicle with no windows
   D. A temporary tent

6. **Who must hold a remote pilot certificate with a small UAS rating?**

    A. All crew members

    B. Remote Pilot in Command

    C. Visual observer

    D. Payload operator

7. **What is the purpose of the "safety management system" in UAS operations?**

    A. To optimize flight routes

    B. To manage the risks associated with flying

    C. To increase battery efficiency

    D. To ensure compliance with regulations

8. **What does the term "hazardous attitude" refer to?**

    A. An attitude that may lead to unsafe decisions or practices

    B. A mindset that promotes thorough preparation

    C. A personality trait that ensures compliance

    D. An emotional state that enhances focus

9. **What is the minimum visibility requirement for a UAS operating during civil twilight?**

    A. 2 statute miles

    B. 3 statute miles

    C. 5 statute miles

    D. 1 statute mile

10. **What source provides the most comprehensive information on a given airport?**

    A. FAA Notifications

    B. Chart Supplements U.S.

    C. Local ATC offices

    D. Airport Websites

Answers

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

Explanations

1. What is the role of the visual observer in UAS operations?

A. To control the flight path of the UAS

B. To assist the remote pilot in maintaining visual line of sight

C. To conduct preflight checks

D. To manage the UAS registration

The role of the visual observer in UAS operations is primarily to assist the remote pilot in maintaining visual line of sight. The Federal Aviation Administration (FAA) stipulates that for many drone operations, especially those involving an operational area that extends beyond the remote pilot's visual line of sight, having a visual observer can significantly enhance safety. The visual observer serves as an additional set of eyes, maintaining awareness of the drone's position and surroundings, thus ensuring that the remote pilot can focus on flight controls while remaining compliant with regulations that require the UAS to be within visual range. This collaboration between the visual observer and the remote pilot is crucial for the safe operation of drones in various environments, particularly in avoiding obstacles, managing airspace, and ensuring the safety of people and property on the ground.   The other choices do not align with the primary function of the visual observer. For instance, controlling the flight path of the UAS is the responsibility of the remote pilot, and while conducting preflight checks and managing UAS registration are important tasks associated with drone operations, they fall outside the specific responsibilities designated for the visual observer.

2. In what case can you operate a drone over people?

A. When it is a public event

B. When the operation complies with specific conditions outlined in Part 107

C. When the pilot has prior experience

D. When the drone is equipped with a camera

Operating a drone over people is permissible when the operation complies with specific conditions outlined in Part 107 of the Federal Aviation Administration (FAA) regulations. These regulations serve to ensure the safety of both the drone operators and those on the ground. According to Part 107, drones can be operated over people if they meet certain requirements, such as being classified as "Category 1" drones, which have a maximum weight at takeoff of 0.55 pounds or less, or if the operation fits within the guidelines set forth in the waiver process. This option aligns with the safety considerations that the FAA prioritizes in its regulations. For pilot and public safety, it's essential for drone operators to understand and abide by these specific guidelines. Other options do not sufficiently address the regulatory requirements necessary for safe operation over people. For example, conducting a drone operation over people is not inherently granted by simply being at a public event or based solely on the pilot's prior experience or the drone's capability, such as having a camera. Each of these aspects alone does not satisfy the comprehensive safety criteria established by the FAA.

3. Within what time period must a Remote Pilot in Command (PIC) report a UAS accident to the FAA?

A. 24 hours

B. 48 hours

C. 7 days

D. 10 days

A Remote Pilot in Command (PIC) is required to report a UAS accident to the FAA within 10 days if the accident results in serious injury or death, or causes damage to property (other than the aircraft) exceeding $500. This timeframe ensures that the FAA can investigate any incidents efficiently and take necessary actions to promote safety in the national airspace.   Being aware of this reporting requirement is crucial for remote pilots, as it not only emphasizes accountability but also contributes to the overall safety of UAS operations. Understanding the context and implications of this regulation helps remote pilots comply with legal obligations and fosters a responsible operating environment.

4. What is required for a person to be directly involved in the operation of a small unmanned aircraft?

A. The person must be a certified pilot

B. The person must be part of the crew or a visual observer

C. The person must be an employee of the operator

D. The person must hold an FAA certificate

For someone to be directly involved in the operation of a small unmanned aircraft, they must be part of the crew or serve as a visual observer. This requirement ensures that there is appropriate oversight and coordination during flight operations, which is essential for safe and effective drone usage.   Being part of the crew means the individual is actively involved in managing the flight operation, which may include piloting the aircraft or monitoring its status and environment. A visual observer plays a critical role by maintaining a line of sight with the unmanned aircraft, helping to avoid obstacles and ensure safety throughout the flight.   While being a certified pilot (as suggested in another option) is beneficial for those piloting the drone, it is not a requirement for everyone directly involved in the operation. In some cases, non-pilots can assist in operational roles as long as they contribute to overall flight safety and compliance with regulations.

5. What is a safe cover for a person situated under a small unmanned aircraft in flight?

A. A large umbrella

B. A protective structure

C. A vehicle with no windows

D. A temporary tent

A protective structure is the safest cover for a person situated under a small unmanned aircraft in flight. This is because a protective structure offers robust physical barriers that can effectively shield an individual from the impacts or debris that may result from a drone malfunction or sudden descent. Unlike other options, a protective structure is designed to withstand forces and provide adequate protection in emergency situations, making it the most reliable choice. While a vehicle with no windows could provide some protection, it may not be as effective as a dedicated protective structure, which is typically built to safeguard against various environmental and physical dangers. In contrast, items like a large umbrella or a temporary tent do not provide substantial protection against the weight or the potential hazards associated with a falling or malfunctioning drone, as they are not built to withstand significant impacts. Therefore, a protective structure is the most suitable and safest option for individuals under a drone in flight.

6. Who must hold a remote pilot certificate with a small UAS rating?

A. All crew members

B. Remote Pilot in Command

C. Visual observer

D. Payload operator

The requirement for a remote pilot certificate with a small UAS rating specifically applies to the Remote Pilot in Command (PIC). The PIC is the person who is responsible for the operation of the drone and ensuring that the flight adheres to all applicable regulations and safety guidelines set forth by the FAA. The PIC must demonstrate knowledge of airspace classifications, weather conditions, and UAS specific operational requirements among other knowledge areas. This certification ensures that the pilot is qualified to make informed decisions about the flight and to operate the UAS safely and legally. While other team members, like visual observers and payload operators, play essential roles in the operation of the UAS, they do not need to hold a remote pilot certificate as long as the pilot in command does. Their responsibilities can be conducted under the supervision of the PIC, who retains full operational control over the flight activities. Therefore, the requirement for a remote pilot certificate is specifically designated for the individual responsible for the safety and legality of the drone operations.

7. What is the purpose of the "safety management system" in UAS operations?

A. To optimize flight routes

B. To manage the risks associated with flying

C. To increase battery efficiency

D. To ensure compliance with regulations

The purpose of the safety management system (SMS) in Unmanned Aircraft Systems (UAS) operations is primarily to manage the risks associated with flying. A robust SMS provides a structured approach to identifying, assessing, and mitigating risks inherent in UAS operations. It is designed to promote safety by embracing a proactive culture and instituting processes that allow for continual safety improvement. By systematically addressing risks, organizations can enhance operational safety and ensure that potential hazards are recognized and managed before they lead to incidents or accidents. While optimizing flight routes, increasing battery efficiency, and ensuring regulatory compliance are important aspects of UAS operations, they do not define the core objective of a safety management system. Instead, these aspects can be components of an overall operational strategy but do not focus specifically on the systematic management of safety risks, which is the central tenet of an SMS. The emphasis on risk management is what distinguishes safety management systems in aviation, ensuring that safety becomes an integral part of both the operational and organizational framework.

8. What does the term "hazardous attitude" refer to?

A. An attitude that may lead to unsafe decisions or practices

B. A mindset that promotes thorough preparation

C. A personality trait that ensures compliance

D. An emotional state that enhances focus

The term "hazardous attitude" refers to an attitude that may lead to unsafe decisions or practices. This concept is vital in aviation and drone operations, as it encompasses mindsets that can impair judgment and decision-making. Examples of hazardous attitudes include overconfidence, reckless behavior, or a reluctance to seek assistance, all of which can result in dangerous situations for a pilot, crew, or equipment. Understanding these attitudes helps drone pilots recognize when they may be making decisions that could jeopardize safety. By identifying and addressing these negative patterns of thinking, pilots can better adhere to safety protocols and maintain a high level of operational integrity. This awareness is crucial for promoting safety in any aviation-related environment. The other options do not encompass the essence of the term, as they focus on positive traits or states rather than acknowledging the potential negative impacts of certain attitudes in decision-making scenarios.

9. What is the minimum visibility requirement for a UAS operating during civil twilight?

A. 2 statute miles

B. 3 statute miles

C. 5 statute miles

D. 1 statute mile

The minimum visibility requirement for UAS (Unmanned Aircraft Systems) operating during civil twilight is 3 statute miles. Civil twilight occurs when the sun is between 0 degrees and 6 degrees below the horizon, resulting in a time period where there is still enough natural light for visual reference, but visibility can be diminished compared to daylight.   The 3 statute miles visibility requirement is established to ensure that pilots can safely operate their drones while maintaining the ability to see and avoid other air traffic, obstacles, or people on the ground. Adequate visibility is crucial for safe flight operations, particularly during periods when lighting conditions might not be optimal, such as during civil twilight.   This visibility threshold helps mitigate the risks associated with lower light conditions, ensuring operators have sufficient distance to perceive and assess their surroundings. Hence, maintaining a minimum of 3 statute miles ensures compliance with regulations designed to promote safety in the airspace.

10. What source provides the most comprehensive information on a given airport?

A. FAA Notifications

B. Chart Supplements U.S.

C. Local ATC offices

D. Airport Websites

The Chart Supplements U.S. is the most comprehensive source of information regarding a given airport because it includes a wealth of details that are essential for pilots and operators. This resource contains information such as runway specifications, airport services, navigational aids, communications frequencies, and operational procedures. Additionally, it provides essential data about the airport's elevation, lighting, and any special procedures or notes that may affect flight operations.   While FAA Notifications may provide timely updates and notices about specific changes or issues, they do not offer the detailed and organized information that the Chart Supplements do. Local ATC offices can provide real-time instructions and information relevant to the area, but they do not have the extensive details contained in Chart Supplements. Airport websites may offer general information and updates on services, but they can vary significantly in comprehensiveness and accuracy compared to the standardized format of the Chart Supplements. Therefore, for comprehensive, reliable, and standardized information on airports, the Chart Supplements U.S. is the preferred source.

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://faa107commercialdronepilot.examzify.com

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