

# **FAA 107 UNMANNED AIRCRAFT GENERAL (UAG) – SMALL PRACTICE TEST (SAMPLE) STUDY GUIDE**



## **SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS**

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THE FULL VERSION STUDY GUIDE**

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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. At what AIS level is a "serious injury" classified that requires an accident report?**
  - A. Level 1
  - B. Level 2
  - C. Level 3
  - D. Level 4
  
- 2. What is the primary purpose of a warning area?**
  - A. To control military operations
  - B. To separate airflow in restricted zones
  - C. To indicate hazardous activities to nonparticipating aircraft
  - D. To arrange airspace for controlled firing
  
- 3. What is the dew point?**
  - A. The temperature at which air can hold no more moisture
  - B. The temperature at which water condenses into rain
  - C. The temperature at which clouds form regardless of altitude
  - D. The temperature at which air becomes unstable
  
- 4. What is a Notice to Airmen (NOTAM) primarily used for?**
  - A. Announcing changes in weather conditions
  - B. Reporting equipment malfunctions
  - C. Providing aeronautical information affecting flight decisions
  - D. Indicating flight paths for commercial airlines
  
- 5. A weather condition indicated by "+FC" refers to which of the following?**
  - A. Flash Flood
  - B. Tornado/Water Spout
  - C. Severe Weather
  - D. Heavy Fog
  
- 6. What weather condition is described by the term 'Sandstorm'?**
  - A. SS
  - B. SQ
  - C. SN
  - D. UP

**7. Which indicates a mix of precipitation that includes ice and freezing rain?**

- A. GR
- B. IC
- C. PL
- D. SA

**8. What does SMS stand for in aviation safety?**

- A. Safety Management System
- B. Safety Monitoring System
- C. Standard Management Service
- D. Systemic Management Strategy

**9. What information does the Aviation Area Forecast (FA) provide?**

- A. Local airport weather conditions only
- B. Weather conditions over a large regional area
- C. Daily temperature forecasts for all airports
- D. Detailed hourly updates for specific airports

**10. What conditions lead to structural icing forming?**

- A. Rain at temperatures above 0 degrees Celsius
- B. Clouds or rain at temperatures 0 degrees Celsius or colder
- C. Snowfall during high pressure
- D. Clear skies with low temperatures

## **Answers**

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

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## **Explanations**

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**1. At what AIS level is a "serious injury" classified that requires an accident report?**

- A. Level 1
- B. Level 2
- C. Level 3**
- D. Level 4

A "serious injury" is classified at Level 3 according to the Aeronautical Information System (AIS). A serious injury is defined as one that requires hospitalization for more than 48 hours, any injury that results in a fracture of any bone (except for simple fractures of the fingers, toes, or nose), or any injury that involves significant loss of blood, or damage to internal organs. These criteria clearly outline the severity of the injuries that necessitate a formal accident report. The different levels of injury classifications in the AIS system help authorities assess the seriousness of air accidents and ensure that appropriate reports are filed to maintain safety standards and track aviation safety.

**2. What is the primary purpose of a warning area?**

- A. To control military operations
- B. To separate airflow in restricted zones
- C. To indicate hazardous activities to nonparticipating aircraft**
- D. To arrange airspace for controlled firing

The primary purpose of a warning area is to indicate hazardous activities to nonparticipating aircraft. Warning areas are established to alert pilots flying in or near that area that they may encounter potentially dangerous operations, typically associated with military training or exercises. These areas are designated to ensure that other aircraft flying in proximity are aware of the hazards and can take appropriate precautions, such as avoiding the area or being on heightened alert. The intent behind creating warning areas is to provide safety for both the military operations occurring within and for civilian pilots who may unintentionally enter the area. By establishing these boundaries, it reduces the risk of accidents and ensures that pilots are informed about the potential dangers in those regions.

**3. What is the dew point?**

- A. The temperature at which air can hold no more moisture**
- B. The temperature at which water condenses into rain
- C. The temperature at which clouds form regardless of altitude
- D. The temperature at which air becomes unstable

The dew point is defined as the temperature at which air becomes saturated and water vapor begins to condense into liquid water, such as dew. When air cools to its dew point temperature, it cannot hold all the moisture it contains, leading to condensation. This point is crucial in meteorology as it helps to gauge humidity levels in the atmosphere. A higher dew point indicates more moisture in the air, while a lower dew point suggests drier conditions. Therefore, understanding the dew point is essential in various applications, including weather forecasting, aviation, and even comfort levels in living environments. It's significant to distinguish this from the other options, which describe different meteorological phenomena or conditions not directly related to the concept of dew point.

#### 4. What is a Notice to Airmen (NOTAM) primarily used for?

- A. Announcing changes in weather conditions
- B. Reporting equipment malfunctions
- C. Providing aeronautical information affecting flight decisions**
- D. Indicating flight paths for commercial airlines

A Notice to Airmen (NOTAM) is primarily used for providing critical aeronautical information that could influence flight operations and safety. This information includes, but is not limited to, runway closures, changes to navigational aids, airspace restrictions, and other temporary conditions that may affect pilots' flight decisions. The purpose of NOTAMs is to ensure pilots are informed about pertinent operational details that may not be available through other standard channels, thus assisting with safe and effective flight planning and execution. While changes in weather conditions can be reported through other methods, and equipment malfunctions are typically communicated through maintenance channels rather than NOTAMs, a NOTAM serves as an essential tool for ensuring all pilots have access to timely and relevant information regarding conditions that could affect their flight directly. Flight paths for commercial airlines are typically predetermined and communicated through air traffic control, rather than via NOTAMs. Therefore, the focus of NOTAMs is specifically on transient or critical information that impacts aeronautical decision-making.

#### 5. A weather condition indicated by "+FC" refers to which of the following?

- A. Flash Flood
- B. Tornado/Water Spout**
- C. Severe Weather
- D. Heavy Fog

The notation "+FC" refers specifically to the presence of "funnel clouds" or "tornado/water spout" conditions in meteorological reports. This designation indicates that the weather being reported includes severe weather phenomena, particularly related to rotation and potential tornado development. These events can lead to significant hazards, making it crucial for pilots and unmanned aircraft operators to be aware of them while planning flights or conducting operations. In the context of aviation, where understanding weather conditions is vital for safety, recognizing the implications of "+FC" is key. While other weather-related terms may indicate different types of severe conditions or environmental hazards, "+FC" distinctly points to conditions that can spawn tornadoes or waterspouts, which are among the most dangerous weather phenomena an operator may encounter.

#### 6. What weather condition is described by the term 'Sandstorm'?

- A. SS**
- B. SQ
- C. SN
- D. UP

The term 'Sandstorm' is commonly abbreviated as 'SS' in meteorological contexts. A sandstorm is a weather condition characterized by strong winds that lift and transport sand particles over a substantial distance, often leading to reduced visibility and difficult travel conditions. This phenomenon typically occurs in arid or semi-arid regions where loose, dry sand is available to be picked up by wind. The other abbreviations correspond to different weather phenomena: 'SQ' denotes a squall, which is a sudden, sharp increase in wind speed. 'SN' represents snow, indicating weather that involves frozen precipitation. 'UP' is not a standard abbreviation used to describe specific weather events. Each of these terms signifies distinct meteorological conditions, making 'SS' the accurate designation for a sandstorm.

## 7. Which indicates a mix of precipitation that includes ice and freezing rain?

- A. GR
- B. IC
- C. PL**
- D. SA

The correct answer is associated with a specific type of winter precipitation known as sleet. Sleet occurs when raindrops freeze into ice pellets before reaching the ground, resulting in a mix of solid and liquid precipitation. This ice formation can create hazardous conditions, as it may cover surfaces like roads and sidewalks, leading to slippery conditions. In weather reporting, "PL" stands for sleet. This provides a concise indication to pilots and meteorologists about the conditions they can expect, particularly when flying or engaging in other outdoor activities. Recognizing this terminology is crucial for understanding weather impacts on flight operations and safety. The other choices denote different types of precipitation or weather phenomena. For instance, some refer to rain or various forms of ice but do not specifically denote the mix of freezing rain and sleet as clearly as "PL" does. Understanding these distinctions helps in making informed decisions when planning flight operations under varying environmental conditions.

## 8. What does SMS stand for in aviation safety?

- A. Safety Management System**
- B. Safety Monitoring System
- C. Standard Management Service
- D. Systemic Management Strategy

In aviation safety, SMS stands for Safety Management System. This is a systematic approach to managing safety, which includes the necessary organizational structures, accountabilities, policies, and procedures. An SMS framework helps organizations identify and mitigate risks, continuously improve safety performance, and effectively ensure compliance with safety regulations. The adoption of SMS in aviation promotes a culture of safety, where all employees are encouraged to report safety issues without fear of reprisal. This proactive approach is vital in preventing accidents and ensuring the overall safety of flight operations. It also integrates safety into an organization's overall management processes, facilitating better decision-making and communication regarding safety. The other options presented do not accurately represent the concept or framework recognized in aviation safety, highlighting the distinctiveness of 'Safety Management System' as a critical part of modern aviation safety practices.

## 9. What information does the Aviation Area Forecast (FA) provide?

- A. Local airport weather conditions only
- B. Weather conditions over a large regional area**
- C. Daily temperature forecasts for all airports
- D. Detailed hourly updates for specific airports

The Aviation Area Forecast (FA) provides essential weather conditions over a large regional area. It is designed to give pilots and operators a broad view of expected weather phenomena that may affect their operations, particularly when flying over extensive distances. This forecast covers important factors such as general weather patterns, significant weather threats like thunderstorms, and overall visibility, which are crucial for planning a flight and ensuring safety. Local airport weather conditions are often found in terminal aerodrome forecasts or METARs, which focus on individual airports. Daily temperature forecasts for all airports do not encompass the broader weather trends that the FA provides, and detailed hourly updates are typically covered by TAFs (Terminal Aerodrome Forecasts) rather than by the area forecast. Thus, the correct focus of the FA on regional weather makes option B the appropriate choice.

## 10. What conditions lead to structural icing forming?

- A. Rain at temperatures above 0 degrees Celsius
- B. Clouds or rain at temperatures 0 degrees Celsius or colder**
- C. Snowfall during high pressure
- D. Clear skies with low temperatures

Structural icing commonly occurs when there are specific atmospheric conditions that promote the formation of ice on an aircraft or unmanned aircraft system (UAS). The correct answer encompasses the scenario where clouds or rain are present at temperatures at or below the freezing mark (0 degrees Celsius). When an aircraft flies through cloud cover or rain in these temperature ranges, supercooled water droplets can exist. These droplets remain liquid despite being below freezing due to their physical properties. Upon contact with the aircraft surface, they freeze rapidly, leading to structural icing. This situation is particularly dangerous, as the ice accumulation can alter the aircraft's performance and handling characteristics. Understanding the conditions that lead to icing is crucial for any pilot or UAS operator. While rain at temperatures above freezing, snowfall under specific conditions, or clear, cold skies do not generally result in structural icing, the combination of clouds or rain at freezing temperatures presents a high risk for ice formation, making option B the most relevant choice.

## 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://faa107uagsmall.examzify.com>

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

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