

FAA THE RECREATIONAL UAS SAFETY TEST (TRUST) 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. Before flying your drone for the first time, it is good to do what?**
 - A. Read the manufacturer's safety guide
 - B. Fly to test without approval
 - C. Calibrate the compass only
 - D. Remove the propellers
- 2. Why is compass calibration important?**
 - A. To improve GPS signal reception
 - B. To enhance photo quality
 - C. To extend battery life
 - D. To ensure accurate orientation and prevent loss of control
- 3. What is the role of TRUST for recreational pilots?**
 - A. It provides a baseline of safety and legal guidelines for recreational pilots.
 - B. It promotes advanced piloting techniques for competition drones.
 - C. It certifies pilots to fly in all airspace.
 - D. It imposes fines for violations by default.
- 4. Which organization issues Temporary Flight Restrictions (TFRs)?**
 - A. Federal Aviation Administration (FAA)
 - B. NASA
 - C. Department of Homeland Security
 - D. NOAA
- 5. Drones weighing 0.55 pounds or less and flown under the Exception for Limited Recreational Operations do not need to be registered and if not registered do not need Remote ID.**
 - A. True
 - B. False
 - C. Not necessarily
 - D. It depends on weather conditions

- 6. How should you handle a situation where you are unable to maintain a line of sight?**
- A. Land the UAS safely and avoid further operations until line of sight can be restored.
 - B. Continue flight and ignore
 - C. Return to home automatically
 - D. Increase speed to regain line of sight
- 7. What should you document about a UAS flight?**
- A. Destination city only.
 - B. Pilot's license number, aircraft color, battery level.
 - C. Date, time, location, weather, flight conditions, and any anomalies or incidents.
 - D. Flight duration in hours only.
- 8. If you need to operate in restricted airspace for an essential mission and authorization cannot be obtained, what should you do?**
- A. Do not fly.
 - B. Fly anyway.
 - C. Fly at night.
 - D. Ask a bystander for permission.
- 9. In uncontrolled airspace, what is required to operate legally?**
- A. No airspace authorization is required
 - B. A full airspace study
 - C. A card from FAA
 - D. A LAANC authorization
- 10. Where would controlled airspace typically be found?**
- A. Over rural farmland
 - B. Near airports, cities, and metropolitan areas
 - C. Over open water
 - D. In mountainous regions

Answers

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

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Explanations

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1. Before flying your drone for the first time, it is good to do what?

A. Read the manufacturer's safety guide

B. Fly to test without approval

C. Calibrate the compass only

D. Remove the propellers

Reading the manufacturer's safety guide before your first flight is essential because it provides model-specific instructions, safety warnings, and step-by-step procedures for a safe setup and flight. It covers how to perform a proper preflight, how to handle batteries, firmware updates, and any built-in safety features or restrictions. This knowledge helps you understand how your drone should operate, where you can fly, and what conditions are appropriate, reducing the risk of accidents or equipment damage. Flying to test without approval bypasses important rules and safety practices, which can lead to illegal or unsafe flights. Calibrating the compass is helpful, but it's only one part of preparing for a safe flight and doesn't replace following the full guide's preflight and setup steps. Removing the propellers makes the aircraft unusable and creates a hazardous situation to handle, which isn't how you should begin operating a drone.

2. Why is compass calibration important?

A. To improve GPS signal reception

B. To enhance photo quality

C. To extend battery life

D. To ensure accurate orientation and prevent loss of control

Compass calibration is about making sure the drone's heading readings are accurate. The drone uses a magnetic compass to determine direction, and nearby metal, magnets, or electrical equipment can distort those readings. Calibrating the compass aligns the readings with the true magnetic field in your current environment, reducing heading errors so you can maintain proper orientation and avoid unexpected yaw or drift that could lead to loss of control. The other options don't address orientation data: GPS affects position, not heading; photo quality isn't influenced by compass calibration; battery life isn't impacted by calibrating the compass.

3. What is the role of TRUST for recreational pilots?

A. It provides a baseline of safety and legal guidelines for recreational pilots.

B. It promotes advanced piloting techniques for competition drones.

C. It certifies pilots to fly in all airspace.

D. It imposes fines for violations by default.

TRUST sets a baseline of safety and legal guidelines for recreational pilots. It emphasizes understanding how to operate a UAS safely, what airspace rules apply to hobby flights, privacy considerations, and the responsibilities that come with flying. By absorbing and applying these basics, a recreational flyer is prepared to fly responsibly and within the law, reducing risk to people and property. This is the practical purpose of TRUST. It doesn't teach advanced piloting techniques or target competition drones, it doesn't certify pilots to fly in every airspace, and it doesn't itself impose fines—that enforcement comes through regulatory authorities when rules are violated.

4. Which organization issues Temporary Flight Restrictions (TFRs)?

- A. Federal Aviation Administration (FAA)
- B. NASA
- C. Department of Homeland Security
- D. NOAA

Temporary Flight Restrictions restrict aircraft operations in certain airspace to protect safety and security during events, emergencies, or sensitive operations. The authority to issue these restrictions lies with the Federal Aviation Administration. They publish NOTAMs that tell pilots where and when the airspace is limited, such as during presidential movements, large events, natural disasters, or space launches. NASA and NOAA don't issue TFRs, and while the Department of Homeland Security may coordinate security aspects, the formal issuance of TFRs is handled by the FAA.

5. Drones weighing 0.55 pounds or less and flown under the Exception for Limited Recreational Operations do not need to be registered and if not registered do not need Remote ID.

- A. True
- B. False
- C. Not necessarily
- D. It depends on weather conditions

Drones weighing 0.55 pounds (250 grams) or less used strictly for recreational flights that fit the Limited Recreational Operations exception do not need FAA registration or Remote ID. This carve-out exists because very small, purely recreational aircraft pose lower risk, so the FAA allows these tiny devices to be flown without registering or enabling Remote ID, provided you stay within the limits of that exception. Remember, this only applies when you meet the specific conditions of the exception—weight, purpose (recreational), and operating restrictions such as staying within visual line of sight, flying in appropriate airspace, and following any local rules. If the drone is heavier than 0.55 pounds or you don't conform to the exception, registration and Remote ID are required.

6. How should you handle a situation where you are unable to maintain a line of sight?

- A. Land the UAS safely and avoid further operations until line of sight can be restored.
- B. Continue flight and ignore
- C. Return to home automatically
- D. Increase speed to regain line of sight

Keeping the UAS in your visual line of sight is essential for safe operation. If you can't see the aircraft, you can't reliably monitor its position relative to people, property, and other aircraft, or detect obstacles in time. The safest action is to land safely and pause operations until you can reestablish visual contact. This immediate step reduces the risk of a loss of control or an inadvertent encounter with hazards. Continuing to fly without sighting the drone or relying on automatic features to regain control is unsafe and against typical TRUST guidance. Returning to home or increasing speed may not resolve the situation and can introduce new risks, such as the aircraft moving out of view or into unfamiliar terrain, or you losing situational awareness during the maneuver. Land first, regain line of sight, and only resume flying when you can clearly see and safely manage the UAS again.

7. What should you document about a UAS flight?

- A. Destination city only.
- B. Pilot's license number, aircraft color, battery level.
- C. Date, time, location, weather, flight conditions, and any anomalies or incidents.**
- D. Flight duration in hours only.

Documenting a UAS flight should capture the factors that affect safety and accountability, not just a single detail. Recording the date and time creates a clear timeline of when the flight occurred. The location shows where you operated, which matters for airspace considerations and local rules. Weather and flight conditions explain the environmental and operational factors that could influence risk during the flight. Noting any anomalies or incidents records anything unusual or problematic that happened, which is essential for safety learning and possible investigations. Other options fall short because they miss important pieces of the full picture. Stating only the destination city leaves out when, where, and under what conditions the flight happened. Including just the pilot's license number, aircraft color, and battery level doesn't provide a complete record of the flight's safety context. And reporting only the flight duration omits environmental factors and any unusual events that could affect safety.

8. If you need to operate in restricted airspace for an essential mission and authorization cannot be obtained, what should you do?

- A. Do not fly.**
- B. Fly anyway.
- C. Fly at night.
- D. Ask a bystander for permission.

Respecting airspace restrictions and obtaining proper authorization is required for any UAS operation in restricted airspace. Restricted areas are off-limits unless the FAA grants authorization specific to your flight. If you cannot obtain that authorization, you must not fly. This keeps you compliant with regulations and protects people and property on the ground and in the air. If the mission is essential, look for alternatives like moving to open airspace, changing location, or delaying until authorization is possible. Night flying does not bypass the restriction, and asking bystanders for permission isn't valid authorization. The only legitimate path is to refrain from flying when authorization cannot be obtained.

9. In uncontrolled airspace, what is required to operate legally?

- A. No airspace authorization is required**
- B. A full airspace study
- C. A card from FAA
- D. A LAANC authorization

In uncontrolled airspace you don't need to obtain airspace authorization to fly legally. This class, often called Class G, doesn't require submitting an authorization like LAANC, nor does it require a formal airspace study or any FAA-issued card. You still must follow all general safety rules for small UAS operations (such as staying within visual line of sight and adhering to altitude limits), but no special airspace approval is necessary.

10. Where would controlled airspace typically be found?

- A. Over rural farmland
- B. Near airports, cities, and metropolitan areas**
- C. Over open water
- D. In mountainous regions

Controlled airspace is the portion of the sky where air traffic control provides separation services and pilots must obtain clearance to operate. This type of airspace is concentrated around areas with high air traffic, so you'll typically find it near airports, cities, and metropolitan areas where there are many arrivals and departures. In those zones, ATC carefully manages routes and altitudes to keep flights safe and orderly. By contrast, rural farmland, open water, and mountainous regions are usually outside of controlled airspace, where there's less traffic control and pilots operate with greater flexibility.

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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://faatrust.examzify.com>

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

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