

IASD DRONE OPERATIONS PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
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. What is the overall objective when applying CRM to UAS operations?**
 - A. To improve safety, teamwork, and decision making
 - B. To maximize speed
 - C. To reduce training
 - D. To increase payload capacity
- 2. Which item is not typically provided by ATIS?**
 - A. Real-time ATC instructions
 - B. Noncontrol information in high-activity terminal areas.
 - C. Weather updates
 - D. Airport advisories for pilots
- 3. To avoid missing important steps, always use the.**
 - A. Disregard checklists to save time.
 - B. Only use checklists during training flights.
 - C. The appropriate checklists.
 - D. Rely on intuition.
- 4. Automatic Terminal Information Service (ATIS) is the continuous broadcast of information concerning:**
 - A. Flight plan changes and weather only.
 - B. Noncontrol information in selected high-activity terminal areas.
 - C. Maintenance schedules only.
 - D. Emergency procedures only.
- 5. What antidotal phrase can help reverse the hazardous attitude of impulsivity?**
 - A. Act now
 - B. Not so fast, think first
 - C. Delay and analyze
 - D. Hurry up

- 6. For the first flight of the day, how should an sUAS preflight inspection be accomplished?**
- A. Thorough and systematic means recommended by the manufacturer
 - B. Minimal visual check
 - C. Informal check by feel
 - D. Skip if you are in a rush
- 7. An extreme case of a pilot getting behind the aircraft can lead to the operational pitfall of**
- A. Fatigue.
 - B. Distraction.
 - C. Overreliance on automation.
 - D. Loss of situational awareness.
- 8. Which frequency is appropriate to transmit intentions when 10 miles out from Currituck County Airport?**
- A. 123.45 MHz
 - B. 134.0 MHz
 - C. 122.9 MHz
 - D. 121.2 MHz
- 9. What antidotal phrase can help reverse the hazardous attitude of anti-authority?**
- A. Follow the rules
 - B. Heed the rules
 - C. Question authority
 - D. Do it my way
- 10. What are typical Visual Meteorological Conditions (VMC) requirements for safe drone flight?**
- A. Adequate visibility and cloud clearance; typically a minimum visibility of 3 statute miles and cloud clearance per local rules.
 - B. Operations only in clear skies with unrestricted wind.
 - C. Flight allowed under any weather as long as operator remains within line of sight.
 - D. Night operations require uniform cloud cover.

Answers

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

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Explanations

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1. What is the overall objective when applying CRM to UAS operations?

A. To improve safety, teamwork, and decision making

B. To maximize speed

C. To reduce training

D. To increase payload capacity

CRM in UAS operations focuses on optimizing how people work together to manage risk. By improving communication, clarifying roles, keeping everyone aware of what's happening, and balancing workload, the crew and ground teams can recognize issues early, discuss options, and execute coordinated actions. This teamwork and better decision making directly reduce errors and enhance safety during complex flight and mission tasks. While speed, training load, or payload capacity are important factors in operations, they aren't the aim of CRM—the aim is safer, more effective collaboration and decisions.

2. Which item is not typically provided by ATIS?

A. Real-time ATC instructions

B. Noncontrol information in high-activity terminal areas.

C. Weather updates

D. Airport advisories for pilots

ATIS is a continuous broadcast of essential airport information that pilots use before taxiing, taking off, or entering the terminal area. It normally includes weather updates (wind, visibility, sky condition, temperature, and altimeter), the active runway(s) and instrument approaches in use, and non-control information such as terminal-area advisories, NOTAMs, and other notices that affect operations. It's designed to reduce radio congestion by giving you the key facts upfront. What ATIS does not provide are real-time air traffic control instructions. Those require two-way communication with ATC and are issued by controllers after you establish contact with the appropriate facility. So the item not typically provided by ATIS is real-time ATC instructions.

3. To avoid missing important steps, always use the.

A. Disregard checklists to save time.

B. Only use checklists during training flights.

C. The appropriate checklists.

D. Rely on intuition.

Using the appropriate checklists ensures you cover every required step for the current task, reducing the chance of missing something important. Checklists are designed for specific flight phases and operations, so selecting the right one for preflight, takeoff, mission execution, and post-flight actions keeps you consistent and safe. Relying on intuition or using checklists only in training misses real-world scenarios, and trying to save time by skipping them defeats their purpose. So the best practice is to follow the appropriate checklists for each operation.

4. Automatic Terminal Information Service (ATIS) is the continuous broadcast of information concerning:

- A. Flight plan changes and weather only.
- B. Noncontrol information in selected high-activity terminal areas.**
- C. Maintenance schedules only.
- D. Emergency procedures only.

ATIS is the continuous broadcast of non-control information in selected high-activity terminal areas. This means pilots receive weather details, the active runway, available approaches, NOTAMs, and other information that affects flight operations, all without directing ATC actions. It helps reduce radio congestion because this information is pre-recorded and updated when significant changes occur. It's not about flight plan changes, maintenance schedules, or emergency procedures alone, and weather is included as part of the information, not the sole content.

5. What antidotal phrase can help reverse the hazardous attitude of impulsivity?

- A. Act now
- B. Not so fast, think first**
- C. Delay and analyze
- D. Hurry up

Impulsivity is a hazardous attitude that pushes you to act before weighing the consequences. The antidotal phrase you should use is not so fast, think first. It creates a quick mental pause, shifting your focus from rushing to action to evaluating the situation. Pausing with this reminder encourages you to assess risks, check your checklist, and consider alternative, safer options before proceeding. This phrase is particularly effective because of its brevity and clarity—it's easy to recall under pressure and directly prompts thoughtful action. In contrast, phrases like act now or hurry up push you toward rapid, impulsive decisions. Delay and analyze is helpful but longer and less instantly memorable in the moment, whereas not so fast, think first serves as a simple, reliable cue to slow down and think first.

6. For the first flight of the day, how should an sUAS preflight inspection be accomplished?

- A. Thorough and systematic means recommended by the manufacturer**
- B. Minimal visual check
- C. Informal check by feel
- D. Skip if you are in a rush

The main idea here is that the first flight of the day requires a thorough, systematic preflight using the manufacturer's recommended checklist. Starting the day with a complete, standardized inspection helps verify every critical system is functioning and that conditions haven't changed since the last flight. A thorough check covers the airframe for damage, propellers and motors for wear or binding, battery health and power wiring, the remote controller and link, GPS/compass calibration, flight controller firmware and sensor status, payload security, and overall control responsiveness. It also confirms that firmware, calibration, and any required updates are in place and that the flight area and weather are suitable. Following the manufacturer's procedure creates a repeatable, documented process that catches issues a casual glance could miss, reducing the risk of in-flight problems. Rushing through a minimal visual check can miss hidden problems like hairline cracks, loose components, or subtle wiring faults. An informal check by feel lacks a standard, repeatable protocol, which means important items can be overlooked. Skipping the preflight entirely because of haste is unsafe and can violate safety expectations and regulatory guidance.

7. An extreme case of a pilot getting behind the aircraft can lead to the operational pitfall of

- A. Fatigue.
- B. Distraction.
- C. Overreliance on automation.
- D. Loss of situational awareness.**

When you get behind the aircraft, the big risk is losing situational awareness—the ability to perceive the current state of the aircraft and its environment, understand what that state means, and anticipate what will happen next. If your attention lags, you miss critical cues about attitude, altitude, speed, wind, obstacles, and the drone's overall position. That lag makes it hard to accurately interpret what's happening and to forecast the near-term flight path, so you end up making late or wrong decisions. In other words, you're no longer fully aware of where you are and what might happen next, which is why loss of situational awareness is the best description of this scenario. Fatigue or distraction can contribute to being behind, and overreliance on automation can create related risks, but the direct consequence of this extreme lag is the breakdown of situational awareness itself.

8. Which frequency is appropriate to transmit intentions when 10 miles out from Currituck County Airport?

- A. 123.45 MHz
- B. 134.0 MHz
- C. 122.9 MHz**
- D. 121.2 MHz

The main idea here is to share your position and intended flight plan with other air traffic by using the airport's CTAF/UNICOM frequency when you're in the vicinity. Broadcasting on this frequency lets pilots in the area know you're operating near Currituck County Airport, which helps maintain situational awareness and avoid conflicts as you approach or depart. Using 122.9 MHz fits because it is the CTAF/UNICOM assigned to the field for pilots to announce their intentions, especially when the tower isn't actively controlling traffic. The other options aren't the designated field CTAF for routine traffic advisory: they're used for different services or not commonly used for this purpose, so they wouldn't effectively communicate your intentions to nearby pilots.

9. What antidotal phrase can help reverse the hazardous attitude of anti-authority?

- A. Follow the rules**
- B. Heed the rules
- C. Question authority
- D. Do it my way

Anti-authority is the tendency to resist or ignore rules and procedures. The antidote is to follow the rules, because rules exist to keep people safe and ensure consistent, predictable actions. In drone operations, this means sticking to the preflight checklist, complying with airspace restrictions, and using established procedures for normal and emergency situations. Saying "Follow the rules" reminds you to rely on those safeguards rather than improvising or acting on impulse. "Question authority" would undermine safety, and "Do it my way" embodies the same hazardous attitude. While "heed the rules" is similar, the clearest, most direct corrective you're taught is to follow the rules.

10. What are typical Visual Meteorological Conditions (VMC) requirements for safe drone flight?

- A. Adequate visibility and cloud clearance; typically a minimum visibility of 3 statute miles and cloud clearance per local rules.**
- B. Operations only in clear skies with unrestricted wind.
- C. Flight allowed under any weather as long as operator remains within line of sight.
- D. Night operations require uniform cloud cover.

Visual Meteorological Conditions mean you're flying in weather where you can see the drone and hazards clearly enough to avoid them. That requires adequate visibility and staying clear of clouds so your sight and situational awareness aren't compromised. The statement that combines adequate visibility with cloud clearance and cites a typical minimum visibility around 3 statute miles, with cloud clearance per local rules, matches what many regulations expect to keep operations safe and within visual line of sight. Local rules can vary, but 3 miles is a common baseline that helps ensure you can spot obstacles, other aircraft, and respond to changes. The other options overstate or misstate the conditions: flying only in unrestricted wind or under any weather ignores real-world limits; and night operations aren't held to a rule about uniform cloud cover—lighting and visibility requirements matter more.

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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://iasddroneops.examzify.com>

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

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