UAS Remote Pilot 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

1. What is the maximum altitude a UAS may fly without special authorization?

A. 500 feet AGL

B. 400 feet AGL

C. 300 feet AGL

D. 350 feet AGL

2. When is a remote pilot required to yield the right of way?

A. When flying during nighttime

B. When operating near manned aircraft

C. When flying in uncontrolled airspace

D. When operating near other unmanned aircraft

3. In UAS operations, what does the term 'flyaway' refer to?

A. A routine landing

B. A communication failure

C. A loss of control of the aircraft

D. A maintenance issue

4. The numbers 14 and 22 on a runway indicate what about its orientation?

A. The runway is oriented approximately 140° and 220° magnetic

B. The runway is oriented 10° and 30° magnetic

C. The runway is oriented 180° and 360° magnetic

D. The runway is oriented 90° and 270° magnetic

5. What type of technological feature does geofencing provide for a UAS?

A. A way to enhance video recording

B. A means of restricting flight within set areas

C. A method to increase battery life

D. A tool for maintaining altitude

6. When inbound to an airport with no tower, FSS, or UNICOM in operation, what frequency should a pilot self-announce on?

A. 121.5

B. 122.8

C. 122.9

D. 123.0

7. How often must a remote pilot complete recurrent training?

A. Every 12 calendar months

B. Every 18 calendar months

C. Every 24 calendar months

D. Every 36 calendar months

8. What FAA regulation governs the operation of a 33 lb. sUAS for capturing aerial imagery?

A. 14 CFR Part 91

B. 14 CFR Part 107

C. 14 CFR Part 121

D. 14 CFR Part 135

9. How many days does a remote pilot have to report an sUAS accident to the FAA?

A. 5 days

B. 10 days

C. 14 days

D. 30 days

10. What should a remote PIC be cautious of when operating around buildings?

A. Decreased visibility and light loss

B. Stable wind patterns

C. Creation of wind gusts that change rapidly in direction and speed

D. Higher chances of electromagnetic interference

Answers

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

Explanations

1. What is the maximum altitude a UAS may fly without special authorization?

A. 500 feet AGL

B. 400 feet AGL

C. 300 feet AGL

D. 350 feet AGL

The maximum altitude that a UAS (Unmanned Aircraft System) may fly without special authorization is 400 feet AGL (Above Ground Level). This regulation ensures safe operation within the National Airspace System, allowing UAS pilots to operate below the minimum altitude for manned aircraft, which typically fly above 500 feet AGL. By limiting UAS operations to 400 feet AGL, the regulations help to minimize the risk of collision with manned aircraft and maintain safe separation in shared airspaces. This altitude limit also simplifies the regulatory landscape for UAS operators, as it provides a clear boundary within which they can operate without needing additional permissions or waivers. Staying within this parameter is crucial for compliance with FAA regulations and helps ensure the safety of all airspace users. Understanding this altitude restriction is essential for any UAS remote pilot preparing for practical operations or examinations.

2. When is a remote pilot required to yield the right of way?

A. When flying during nighttime

B. When operating near manned aircraft

C. When flying in uncontrolled airspace

D. When operating near other unmanned aircraft

A remote pilot is required to yield the right of way when operating near manned aircraft because manned aircraft have inherent advantages in terms of size, speed, and the potential for human safety concerns. The regulations mandate that remote pilots must always yield the right of way to avoid collisions and ensure the safety of all airspace users. This is especially crucial given the higher stakes involved with manned aircraft, where the risk of injury or property damage is significantly increased if an incident occurs. Other contexts, such as operating during nighttime or in uncontrolled airspace, may involve specific regulations or considerations, but they do not specifically obligate the remote pilot to yield right of way as clearly as in the context of manned aircraft. Additionally, while flying near other unmanned aircraft may require situational awareness and consideration for avoiding collisions, the primary obligation to yield applies predominantly to manned aircraft due to their operational significance and the established hierarchy of airspace rights.

3. In UAS operations, what does the term 'flyaway' refer to?

A. A routine landing

B. A communication failure

C. A loss of control of the aircraft

D. A maintenance issue

The term 'flyaway' in UAS operations refers specifically to a situation where there is a loss of control of the aircraft. This typically occurs when the drone either ignites a malfunction that prevents the pilot from maintaining command or when it autonomously decides to fly away due to programmed commands or failure of the control systems. Knowing this helps pilots understand the seriousness of maintaining control over their aircraft, emphasizing the need for pre-flight checks, ongoing monitoring, and understanding potential technical issues that could lead to such scenarios. It highlights the importance of training and preparing for emergency protocols in the event of a flyaway to ensure safety and adherence to regulations in UAS operations.

4. The numbers 14 and 22 on a runway indicate what about its orientation?

A. The runway is oriented approximately 140° and 220° magnetic

B. The runway is oriented 10° and 30° magnetic

C. The runway is oriented 180° and 360° magnetic

D. The runway is oriented 90° and 270° magnetic

The correct interpretation of the numbers 14 and 22 on a runway refers to its orientation in relation to magnetic headings. In aviation, runway numbers are derived from their magnetic compass heading, rounded to the nearest 10 degrees. The number 14 indicates that the runway is oriented towards approximately 140 degrees. To arrive at this number, one takes the magnetic heading of 140 degrees and divides it by 10, which results in the number 14. Similarly, the number 22 indicates that the runway is oriented towards approximately 220 degrees, following the same process of deriving the number from the magnetic heading. Thus, when combined, these two runway numbers denote that one end of the runway is aligned at roughly 140° magnetic, while the other end is aligned at approximately 220° magnetic, demonstrating the relative orientation of the runway. Understanding how these numbers connect to actual headings is crucial for navigation and operations within the airspace surrounding an airport.

5. What type of technological feature does geofencing provide for a UAS?

A. A way to enhance video recording

B. A means of restricting flight within set areas

C. A method to increase battery life

D. A tool for maintaining altitude

Geofencing provides a means of restricting flight within set areas, which is crucial for ensuring safety and compliance with regulatory requirements. This technology acts as a virtual barrier that defines specific geographic boundaries where a UAS can or cannot operate. When a drone approaches the predefined geofenced area, it can trigger alerts or prevent the UAS from entering that space altogether. This is especially important in protecting sensitive locations such as airports, military zones, and other restricted areas where unauthorized drone operations could pose risks to people or critical infrastructure. The other options do not accurately describe the primary function of geofencing. Enhancements to video recording, increased battery life, and altitude maintenance are unrelated to the capabilities of geofencing technology. Geofencing is specifically designed to enhance safety and control in UAS operations.

6. When inbound to an airport with no tower, FSS, or UNICOM in operation, what frequency should a pilot self-announce on?

A. 121.5

B. 122.8

C. 122.9

D. 123.0

When approaching an airport that does not have an operational control tower, Flight Service Station (FSS), or UNICOM, pilots can make self-announcements about their positions and intentions to enhance safety and situational awareness. The correct frequency for these self-announcements is 122.9 MHz, which is commonly designated as the "unicom" frequency in many areas. This frequency is widely used for general aviation activities, allowing pilots to communicate their intentions while operating in the vicinity of an uncontrolled airport. It is particularly crucial for preventing potential collisions and ensuring that all pilots in the area are aware of each other's actions. While other frequencies, such as 121.5 MHz, are designated for emergencies and may not be suitable for self-announcement purposes, they serve specific functions that do not pertain to regular communication or self-announcement within a non-towered airport environment. Frequencies like 122.8 MHz and 123.0 MHz may also be used in localized areas but are not as universally recognized for pilot self-announcement as 122.9 MHz.

7. How often must a remote pilot complete recurrent training?

A. Every 12 calendar months

B. Every 18 calendar months

C. Every 24 calendar months

D. Every 36 calendar months

A remote pilot must complete recurrent training every 24 calendar months to maintain their certification. This requirement ensures that pilots remain proficient and up-to-date with the latest regulations, technologies, and operational practices in the ever-evolving field of unmanned aircraft systems (UAS). Regular training helps pilots refresh their knowledge and skills, which is essential for safe and effective UAS operation. Recurrent training is an important aspect of safety management, as it mitigates risks associated with the operation of UAS. It reinforces operational standards and helps pilots understand any new airspace rules or changes in weather reporting and emergency procedures. The requirement of 24 months specifically balances the need for updated training with the practicalities of maintaining a schedule that is achievable for most remote pilots, ensuring they can continue to operate effectively and safely. Regular updates in training materials reflect advancements in technology and ongoing changes in regulations, enhancing overall pilot competency and safety in UAS operations.

8. What FAA regulation governs the operation of a 33 lb. sUAS for capturing aerial imagery?

A. 14 CFR Part 91

B. 14 CFR Part 107

C. 14 CFR Part 121

D. 14 CFR Part 135

The operation of a small Unmanned Aircraft System (sUAS) for purposes such as capturing aerial imagery is governed by 14 CFR Part 107. This regulation specifically regulates the use of sUAS under 55 pounds for commercial purposes, which includes activities like aerial photography and videography. Part 107 outlines the requirements for obtaining a remote pilot certificate, operational limitations, and safety protocols that must be followed when operating sUAS. The other parts of the CFR mentioned are tailored for different types of aviation operations. For instance, Part 91 relates to the general operating and flight rules for all aircraft not covered under specific commercial regulations, Part 121 governs scheduled air carriers and their operations, and Part 135 pertains to commuter and on-demand operations. Since sUAS operations for commercial purposes fall directly under Part 107, it is the correct regulatory framework for the situation presented in the question.

9. How many days does a remote pilot have to report an sUAS accident to the FAA?

A. 5 days

B. 10 days

C. 14 days

D. 30 days

The correct timeframe for reporting an sUAS accident to the FAA is indeed 10 days. According to FAA regulations, a remote pilot is required to report an accident involving their small Unmanned Aircraft System if it results in serious injury, loss of consciousness, or damage to property, including the sUAS itself, amounting to more than a specified financial threshold. This reporting must be completed within 10 calendar days of the incident. This timeframe is set to ensure timely notification, allowing for prompt investigation and assessment, which is crucial for maintaining safety standards in the national airspace system. Timely reporting also helps in gathering data that may be used for safety analysis and future regulatory considerations. Adhering to this requirement is vital for compliance with FAA regulations, and failure to do so could result in penalties or actions against the remote pilot's certification. Understanding the specific regulations around accident reporting is essential for all remote pilots to operate legally and safely.

10. What should a remote PIC be cautious of when operating around buildings?

A. Decreased visibility and light loss

B. Stable wind patterns

C. Creation of wind gusts that change rapidly in direction and speed

D. Higher chances of electromagnetic interference

When operating around buildings, a remote pilot in command (PIC) should be particularly cautious of the creation of wind gusts that change rapidly in direction and speed. This phenomenon occurs primarily due to the interaction of wind with the structure of the buildings. When wind flows around a building, it can become turbulent, creating swirling eddies and downdrafts that can lead to sudden changes in wind speed and direction. These changing conditions can significantly affect the stability and control of a drone. A drone that is navigating in turbulent air may experience abrupt shifts in altitude, making it more difficult for the pilot to maintain a steady flight path. This is critical to understand because operational safety and the ability to perform precise maneuvers are vital to drone operations, especially in urban environments where buildings can introduce complex wind patterns. In contrast, decreased visibility and light loss, stable wind patterns, and higher chances of electromagnetic interference, while potentially important considerations, do not capture the immediate and dynamic risks associated with wind patterns caused by nearby structures. Understanding the behavior of wind in urban settings is essential for ensuring safe and efficient drone operations.

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://uasremotepilot.examzify.com

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