

UAS REMOTE PILOT PRACTICE EXAM (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. What is the minimum visibility requirement when flying a UAS?**
 - A. 2 statute miles from the control station
 - B. 4 statute miles from the control station
 - C. 3 statute miles from the control station
 - D. 1 statute mile from the control station
- 2. What is the purpose of the Remote Pilot in Command (RPIC)?**
 - A. To manage UAS flight data
 - B. To ensure the safe operation of the UAS
 - C. To perform maintenance on the UAS
 - D. To assist in ground control operations
- 3. What type of certificates do pilots need if operating UAS commercially?**
 - A. Private Pilot Certificate
 - B. Remote Pilot Certificate under Part 107
 - C. Commercial Pilot License
 - D. Aerial Photography Permit
- 4. According to 14 CFR Part 48, when is registration required for a small UA with the FAA?**
 - A. When it is used for commercial purposes
 - B. For all civilian small UAs weighing greater than .55 pounds
 - C. Only if used in controlled airspace
 - D. When it has a maximum range above 5 miles
- 5. What is the maximum altitude a Remote Pilot can fly a UAS under Part 107?**
 - A. 500 feet above ground level
 - B. 1000 feet above ground level
 - C. 400 feet above ground level
 - D. 300 feet above ground level

- 6. Will a remote pilot need to contact ATC when flying from Hinton to Winnebago to inspect train tracks?**
- A. Yes, because of Delta airspace
 - B. No, it is a clear flight
 - C. Yes, due to flying near wildlife
 - D. No, if done under 400 feet
- 7. What should be prioritized in a UAS operation plan?**
- A. Maximizing flight time
 - B. Ensuring safety of people and property
 - C. Minimizing equipment costs
 - D. Improving aesthetic appeal in aerial shots
- 8. What do the blue shaded lines indicate on a sectional chart?**
- A. Airways
 - B. Class B airspace limits
 - C. Restricted airspace
 - D. Victor airways
- 9. What should a remote pilot do if they experience a loss of control of the UAS?**
- A. Continue flying the UAS until battery is low
 - B. Attempt to regain control and safely land the UAS
 - C. Increase the altitude of the UAS
 - D. Signal for help from other pilots
- 10. What should a Remote Pilot do if they encounter unexpected weather changes during flight?**
- A. Continue the flight as planned
 - B. Adjust the course to compensate
 - C. Safely land the UAS as soon as possible
 - D. Notify ATC and proceed

Answers

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

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Explanations

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1. What is the minimum visibility requirement when flying a UAS?

- A. 2 statute miles from the control station
- B. 4 statute miles from the control station
- C. 3 statute miles from the control station**
- D. 1 statute mile from the control station

The minimum visibility requirement for flying a UAS (Unmanned Aircraft System) is indeed set at three statute miles from the control station. This requirement ensures that the remote pilot has adequate visual reference to see and avoid any potential obstacles, other aircraft, or persons during the operation of the UAS. Maintaining a clear line of sight is crucial for safe flight operations, helping to promote safety in the national airspace. This regulation is established to mitigate risks associated with visual flight operations, ensuring that a pilot can make informed decisions based on their visual observations. Compliance with this minimum visibility standard is essential for both pilot proficiency and adherence to FAA regulations, which aim to maintain overall air safety.

2. What is the purpose of the Remote Pilot in Command (RPIC)?

- A. To manage UAS flight data
- B. To ensure the safe operation of the UAS**
- C. To perform maintenance on the UAS
- D. To assist in ground control operations

The primary purpose of the Remote Pilot in Command (RPIC) is to ensure the safe operation of the Unmanned Aircraft System (UAS). This role necessitates a comprehensive understanding of both the aircraft and the regulatory framework that governs its flight. The RPIC is responsible for making critical decisions related to flight safety, including pre-flight planning, risk assessment, and in-flight management to mitigate any hazards. The RPIC's focus on safety involves monitoring the environment during flight, maintaining communication with relevant authorities, and adhering to airspace regulations. By prioritizing safety, the RPIC plays a vital role in preventing accidents and ensuring compliance with Federal Aviation Administration (FAA) requirements. While managing flight data, performing maintenance, and assisting ground control operations are important aspects of UAS operations, they are not the primary focus of the RPIC's responsibilities. The primary duty centers around making informed decisions to facilitate safe flight operations.

3. What type of certificates do pilots need if operating UAS commercially?

- A. Private Pilot Certificate
- B. Remote Pilot Certificate under Part 107**
- C. Commercial Pilot License
- D. Aerial Photography Permit

To operate Unmanned Aircraft Systems (UAS) commercially, pilots are required to have a Remote Pilot Certificate under Part 107 of the Federal Aviation Administration (FAA) regulations. This certification verifies that the operator understands the regulations applicable to UAS operations, as well as the technical knowledge necessary to safely conduct commercial flights. The Remote Pilot Certificate is specifically designed for individuals operating drones for commercial purposes, distinguishing it from traditional piloting certificates like the Private Pilot Certificate or Commercial Pilot License, which pertain to manned aircraft. The training and testing associated with the Remote Pilot Certificate ensure that pilots are knowledgeable about airspace classifications, weather, emergency procedures, and operational limits specific to drone usage. This requirement emphasizes safety and regulatory compliance in a growing industry where UAS technology is increasingly integrated into various commercial applications, ranging from agricultural monitoring to aerial surveying and photography. The certificate ensures operators are equipped to navigate the regulatory environment and conduct operations safely and effectively within the established framework.

4. According to 14 CFR Part 48, when is registration required for a small UA with the FAA?

- A. When it is used for commercial purposes
- B. For all civilian small UAs weighing greater than .55 pounds**
- C. Only if used in controlled airspace
- D. When it has a maximum range above 5 miles

Registration of a small unmanned aircraft (UA) with the FAA is required for all civilian small UAs weighing greater than 0.55 pounds. This threshold was established to ensure that all drones capable of flight and posing potential risks to safety and airspace management are accounted for in the system. The requirement is intended to improve accountability among operators and facilitate better oversight and regulation of the growing number of drones in the skies. While commercial use, controlled airspace, or maximum range may be factors in various contexts for drone operation, they do not dictate the need for registration under 14 CFR Part 48. The weight criterion is a straightforward measure that applies universally to all civilian small UAs, thus simplifying compliance for operators. If the aircraft exceeds this weight, registration is necessary regardless of its intended use or flight parameters.

5. What is the maximum altitude a Remote Pilot can fly a UAS under Part 107?

- A. 500 feet above ground level
- B. 1000 feet above ground level
- C. 400 feet above ground level**
- D. 300 feet above ground level

The maximum altitude a Remote Pilot can fly a UAS under Part 107 regulations is 400 feet above ground level (AGL). This limit is established to ensure that unmanned aircraft operate safely within the national airspace and to prevent potential conflicts with manned aircraft which typically operate at higher altitudes. Flying at or below this altitude also allows remote pilots to maintain visual line of sight with their aircraft, which is vital for ensuring safe operations. The regulation takes into account both the safety of the UAS operations and the efficient management of airspace. Thus, operating at 400 feet AGL ensures the UAS is held at an adequate height while still allowing for the safe integration and operation among other airspace users.

6. Will a remote pilot need to contact ATC when flying from Hinton to Winnebago to inspect train tracks?

- A. Yes, because of Delta airspace**
- B. No, it is a clear flight
- C. Yes, due to flying near wildlife
- D. No, if done under 400 feet

In this scenario, the remote pilot is required to contact Air Traffic Control (ATC) primarily due to the presence of Delta airspace, which typically surrounds busy airports and requires coordination with ATC for safe operations. The Delta airspace is designed to manage the flow of air traffic effectively and ensure safe separation between aircraft. Engaging in operations within or near this type of airspace without communicating with ATC could lead to potential conflicts with manned aircraft, which is why it is crucial for the remote pilot to establish contact and receive necessary clearances. This engagement helps ensure that the remote pilot is aware of any restrictions or traffic in the area and can operate safely while fulfilling their mission of inspecting train tracks. The other options do not adequately address the importance of airspace classification and ATC communication protocols. For instance, even if the flight under 400 feet may appear to limit the risk, it does not mitigate the requirements set forth for operations within controlled airspaces. Similarly, wildlife proximity, while important from a safety and operational standpoint, does not supersede the obligation to adhere to airspace regulations and ATC communications when operating in Delta airspace.

7. What should be prioritized in a UAS operation plan?

- A. Maximizing flight time
- B. Ensuring safety of people and property**
- C. Minimizing equipment costs
- D. Improving aesthetic appeal in aerial shots

The priority in a UAS operation plan should be ensuring the safety of people and property. In aviation, safety is the paramount concern, and this principle is especially critical when operating unmanned aircraft systems. The primary objective of any UAS operation is to prevent accidents and avoid endangering individuals, both on the ground and in the air, as well as protecting property and the environment. When safety is prioritized, it involves comprehensive risk assessments, adherence to regulations, and implementing best practices. This ensures that operations are conducted within the legal framework set by aviation authorities, which often outlines requirements for pilot training, equipment standards, operational limits, and airspace restrictions. By emphasizing safety, remote pilots can effectively mitigate risks associated with UAS operations, which can range from collision with manned aircraft to impacts on bystanders or damage to property. Although maximizing flight time, minimizing equipment costs, and improving aesthetic appeal in aerial shots can be important considerations in specific contexts, they should not overshadow the fundamental priority of safety. Any operation that compromises safety for the sake of another objective poses a significant risk and can lead to accidents, legal issues, and loss of public trust in UAS technology. Therefore, always placing safety at the forefront keeps operations responsible and sustainable.

8. What do the blue shaded lines indicate on a sectional chart?

- A. Airways
- B. Class B airspace limits
- C. Restricted airspace
- D. Victor airways**

The blue shaded lines on a sectional chart represent Victor Airways. These airways are designed for navigation by aircraft, allowing pilots to travel along established routes while maintaining a safe distance from terrain and obstacles. The contours of these airways help pilots identify the routes visually and can also assist them in maintaining communication with the appropriate air traffic control facilities. Victor Airways are specifically designed for use by aircraft flying under Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) and are part of the broader National Airspace System. They facilitate the movement of air traffic, indicating the navigational paths that pilots should follow. Understanding the layout and function of these airways is essential for effective navigation and flight planning.

9. What should a remote pilot do if they experience a loss of control of the UAS?

- A. Continue flying the UAS until battery is low
- B. Attempt to regain control and safely land the UAS**
- C. Increase the altitude of the UAS
- D. Signal for help from other pilots

When a remote pilot experiences a loss of control of the UAS, the most appropriate action is to attempt to regain control and safely land the UAS. This approach is critical because ensuring the safety of the aircraft and avoiding potential hazards to people and property on the ground is paramount. By focusing on regaining control, the pilot can assess the situation and make decisions that minimize risks associated with the loss of control, such as crashing or flying into restricted airspace. Taking such action demonstrates a commitment to safe operation practices, which are emphasized in training for remote pilots. These practices highlight the importance of situational awareness and proactive problem-solving in the face of unexpected challenges. Other proposed actions may not adequately address the immediate need for safety. For example, continuing to fly until the battery is low does not resolve the loss of control and could lead to a more dangerous situation. Increasing the altitude of the UAS might seem like a reasonable step, but it does not restore control and may create new problems, such as increasing the risk of airspace violations. Similarly, signaling for help from other pilots does not directly address the immediate concern of the UAS potentially becoming a hazard. Thus, focusing on regaining control and landing safely is the most responsible and effective response

10. What should a Remote Pilot do if they encounter unexpected weather changes during flight?

- A. Continue the flight as planned
- B. Adjust the course to compensate
- C. Safely land the UAS as soon as possible**
- D. Notify ATC and proceed

The appropriate course of action for a Remote Pilot encountering unexpected weather changes during flight is to safely land the UAS as soon as possible. Adverse weather can significantly impact the safety and performance of the unmanned aircraft system (UAS), creating hazardous conditions that might compromise the pilot's control or the aircraft's integrity. Weather changes can include sudden turbulence, increased wind speeds, rain, or low visibility, all of which pose risks to the flight. Landing the UAS promptly reduces the risk of mishaps, ensures the safety of people on the ground, and prevents potential damages to both the aircraft and its surroundings. Taking swift action in response to unexpected weather ensures adherence to safety protocols and promotes responsible piloting practices. It is essential for Remote Pilots to prioritize safety above all and to be proactive in mitigating risks associated with flight conditions.

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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://uasremotepilot.examzify.com>

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

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