UNMANNED AIRCRAFT SYSTEM (UAS) END OF COURSE (EOC) PRACTICE TEST (SAMPLE)

STUDY GUIDE

SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

https://uaseoc.examzify.com

Table of Contents

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 hazardous attitude can be present in people who are nonconformists?

A. Macho

B. Impulsivity

C. Confidence

D. Antiauthority

2. Most UAS pilot displays of a modern-day GCS are in a _____ configuration.

A. Vertical

B. Lateral

C. Diagonal

D. Circular

3. Which of the following is an element of SA relevant to effective CRM and TEM?

A. Time

B. Flight path of all aircraft in the operating environment

C. Objectives

D. Location of terrain

4. The forward GCS is usually a large building with many floors in configuration. True or False?

A. True

B. Sometimes

C. Not specified

D. False

5. In sUAS operations, who has final authority for operation and safety?

A. The sponsor

B. The maintenance team

C. The air traffic controller

D. The PIC

6. The three most important steps for crews-to-resource UAS missions are _____.

A. Briefing, monitoring, and debriefing

B. Analyzing, reporting, and archiving

C. Planning, executing, and assessing

D. Designing, testing, and deploying

7. Which UAS was created by Israel in the 1970s and battle tested in 1982?

A. Heron

B. Eitan

C. Scout

D. SkyIM

8. Which is true regarding flight operations to or from another airport for Class C (towered) airspace area?

A. Prior to entering that airspace, pilots must establish and maintain communication with the ATC serving facility.

B. ATC contact is optional in good visibility.

C. You must be IFR to enter.

D. No special procedures beyond standard flight plan are required.

9. Which statement correctly identifies the two broad categories of U.S. airport facilities?

A. Towered and non-towered

B. Controlled and uncontrolled

C. Public and private

D. Domestic and international

10. An orbit is when an AV can fly a circular pattern until the AV is reacquired, in the event of a lost communications

A. Not applicable

B. Optional

C. True

D. False

Answers

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

Explanations

1. What hazardous attitude can be present in people who are nonconformists?

A. Macho

B. Impulsivity

C. Confidence

D. Antiauthority

Hazardous attitudes are mental states that bias judgment toward unsafe actions. Anti-authority is the mindset of resisting rules, procedures, or anything that comes from authority, often thinking rules are unnecessary or that you know better. People who don't want to conform may fit this attitude, which can lead to disregarding safety protocols, skipping required checks, or ignoring airspace or operational restrictions. In UAS operations, that means not following preflight procedures, bypassing authorization or geofences, and making flight decisions based on personal judgment rather than established rules. That tendency directly undermines safety because it diminishes compliance with essential safeguards. The other options describe different risky mindsets—impulsivity is acting without thought, macho is risking to prove oneself, and confidence isn't itself a hazardous attitude.

2. Most UAS pilot displays of a modern-day GCS are in a _____ configuration.

A. Vertical

B. Lateral

C. Diagonal

D. Circular

A lateral, side-by-side display layout is favored because it mirrors how we naturally scan information. With critical flight data on one screen and navigation or map imagery on the other, you can quickly compare values like altitude, airspeed, and attitude while simultaneously monitoring the terrain or route ahead. This arrangement minimizes head and eye movement, reducing workload and speeding awareness, which is especially important for keeping the UAS within safe operating parameters. Vertical stacking would force more up-and-down eye movement to cross-check data, while diagonal or circular layouts aren't aligned with common reading and scanning habits, making it harder to quickly gather the big picture.

3. Which of the following is an element of SA relevant to effective CRM and TEM?

A. Time

B. Flight path of all aircraft in the operating environment

C. Objectives

D. Location of terrain

Situational awareness in UAS operations hinges on knowing where other aircraft are in relation to you. The flight path of all aircraft in the operating environment provides the traffic picture you need to anticipate conflicts, plan safe routes, and coordinate with others. This traffic picture supports CRM by giving your team a shared understanding of where everyone is, enabling clear communication and deconfliction. It also supports TEM by helping you recognize and mitigate threats from potential airspace conflicts and human errors before they lead to problems. While time, objectives, and terrain location are important, they don't by themselves give the dynamic traffic awareness that directly informs effective CRM and TEM, making the flight path of all aircraft the most relevant element.

4. The forward GCS is usually a large building with many floors in configuration. True or False?

A. True

B. Sometimes

C. Not specified

D. False

Forward GCS deployments vary a lot. It's placed near the mission area to control the aircraft and keep the link, but the physical setup isn't fixed to a large, multi-floor building. In many operations it's a portable shelter, trailer, or temporary vehicle-based station set up in the field. In other missions, especially at fixed facilities, it could be housed in a large building. Because the setup can be either portable or permanent depending on the situation, the statement is true only in some cases. That's why the answer is sometimes.

5. In sUAS operations, who has final authority for operation and safety?

A. The sponsor

B. The maintenance team

C. The air traffic controller

D. The PIC

Final authority for operation and safety rests with the Pilot in Command. The PIC is the person in charge of the flight and is legally responsible for ensuring the UAS is flown safely and in compliance with regulations. They decide when conditions are safe to fly, assess factors like weather, airspace, and potential hazards, and determine whether to launch, continue, modify the flight plan, or abort the mission. In an emergency, the PIC can take necessary actions to protect people and property, even if that means deviating from standard procedures, with the obligation to report the deviation afterward. While others may be involved in the mission—such as sponsors or the maintenance team—the final safety decisions during flight belong to the PIC. Air traffic control can issue instructions, but the PIC must ensure safe operation and is the ultimate authority on how the flight is conducted.

6. The three most important steps for crews-to-resource UAS missions are ____.

A. Briefing, monitoring, and debriefing

B. Analyzing, reporting, and archiving

C. Planning, executing, and assessing

D. Designing, testing, and deploying

The three-phase workflow for crews-to-resource UAS missions is planning, executing, and assessing. Planning sets the mission up for success: define the objective, identify needed resources, check regulatory and airspace requirements, assess risks, evaluate weather and terrain, assign roles, and develop a detailed flight plan with contingencies. Executing is the action phase where the crew carries out the plan, maintains control and situational awareness, monitors telemetry and environmental changes, communicates effectively, and adapts to any unexpected conditions while keeping safety and mission goals in sight. Assessing follows the flight, focusing on debriefing, reviewing data and performance against objectives, extracting lessons learned, and updating procedures or checklists for future missions. This sequence ensures a safe, effective operation and continuous improvement. The other options describe important activities but not the complete three-step lifecycle of a mission. Briefing, monitoring, and debriefing emphasizes preparation and post-flight discussion but omits the essential planning and evaluation aspects. Analyzing, reporting, and archiving centers on data handling rather than the full mission flow. Designing, testing, and deploying fits system development, not the actual crews-to-resource mission cycle.

7. Which UAS was created by Israel in the 1970s and battle tested in 1982?

A. Heron

B. Eitan

C. Scout

D. SkyIM

The UAV known as the Scout fits this timeline because it was developed by Israel in the 1970s as one of the early tactical reconnaissance drones. It was field-tested in combat during the 1982 Lebanon War, where Israeli forces used it to gather real-time imagery of frontline positions and movements, providing valuable situational awareness to ground commanders without risking pilot lives. This combination of a 1970s origin and combat use in 1982 is what makes it the correct match. The other options came from different periods or roles, so they don't align with the stated development and battle-test history.

8. Which is true regarding flight operations to or from another airport for Class C (towered) airspace area?

A. Prior to entering that airspace, pilots must establish and maintain communication with the ATC serving facility.

B. ATC contact is optional in good visibility.

C. You must be IFR to enter.

D. No special procedures beyond standard flight plan are required.

Entering Class C airspace requires two-way radio communication with the ATC facility that serves that airspace before you penetrate the boundary, and you must maintain that communication while you are inside. This enables ATC to manage traffic around the busy, towered airport and issue any necessary instructions for safe separation. It's required regardless of visibility and IFR status, and it isn't enough to rely on a standard flight plan alone. There isn't a waiver for "optional" ATC contact in good weather, and there are indeed procedures beyond just filing a flight plan, including being in two-way contact and receiving the appropriate ATC separation guidance.

9. Which statement correctly identifies the two broad categories of U.S. airport facilities?

A. Towered and non-towered

B. Controlled and uncontrolled

C. Public and private

D. Domestic and international

The key distinction is whether the airport has a functioning control tower. A towered airport has ATC services from a control tower, with pilots receiving explicit instructions and clearance as they enter and move through the airspace around the field. A non-towered airport lacks that tower, so pilots coordinate with each other using a common traffic advisory frequency, announce their positions and intentions, and follow standard patterns without ATC clearances. This difference directly describes how the facility operates and how traffic is managed. Public vs private describes ownership, which isn't about the facility's operational category. Domestic vs international refers to the scope of operations and border processes, not the presence of a control facility. Controlled vs uncontrolled is closely related, but the most straightforward way people categorize the facilities themselves is towered versus non-towered.

10. An orbit is when an AV can fly a circular pattern until the AV is reacquired, in the event of a lost communications

A. Not applicable

B. Optional

C. True

D. False

When control signal is lost, flying a circular path around the last known position, or an orbit, is a standard way to manage the situation. This maneuver helps keep the aircraft in a stable area, within the operator's visual range, and makes it easier to reestablish the link or reacquire the aircraft. It provides a controlled, predictable flight track while you attempt to reconnect, rather than letting the aircraft drift unpredictably. So stating that an orbit can be used until contact is reestablished is True. In real operations you would follow your preplanned lost-link procedure and stay within allowed altitudes and airspace, adjusting as needed if contact isn't regained.

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://uaseoc.examzify.com

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