

USI SUAS SAFETY CERTIFICATION LEVEL 1 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



Prepare with structure. Pass with confidence



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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. Which agency regulates sUAS operations in the United States?**
 - A. The Federal Aviation Administration (FAA)
 - B. The National Transportation Safety Board (NTSB)
 - C. The Federal Communications Commission (FCC)
 - D. The Department of Homeland Security (DHS)
- 2. Where must the FAA registration number be placed on a registered sUAS?**
 - A. On the landing gear
 - B. Inside the battery compartment
 - C. On the outside of the aircraft
 - D. Underneath the main body
- 3. What does the acronym VLOS stand for?**
 - A. Visual Line of Sight
 - B. Vertical Line of Sight
 - C. Variable Line of Sight
 - D. Vivid Line of Sight
- 4. How does situational awareness improve sUAS operational safety?**
 - A. It allows pilots to ignore minor distractions
 - B. It allows pilots to anticipate potential hazards and make proactive decisions
 - C. It helps pilots learn from past mistakes
 - D. It encourages pilots to fly with more confidence
- 5. What are the consequences of flying an sUAS in controlled airspace without authorization?**
 - A. Legal repercussions, including fines
 - B. Aircraft confiscation
 - C. Mandatory flight lessons
 - D. No consequences

- 6. What must the wings and props of a sUAS do to generate the same lift in decreased air density?**
- A. Move slower
 - B. Generate more drag
 - C. Move faster through the air
 - D. Change their angle of attack
- 7. What should pilots consider in terms of airspace regulations during sUAS operations?**
- A. Flying anywhere without restrictions
 - B. Only flying during daytime hours
 - C. Understanding and adhering to local airspace regulations
 - D. Using airspace based on personal judgment
- 8. Is thrust the aerodynamic force created by the airfoil?**
- A. True
 - B. False
 - C. Only in certain conditions
 - D. Not applicable
- 9. What service offers continuous broadcasts of recorded aeronautical information?**
- A. ATC
 - B. ATIS
 - C. AWOS
 - D. NOTAM
- 10. When using a transmitter and a receiver, how many antennas are needed on the AV and on the ground station?**
- A. One, one
 - B. Two, one
 - C. Two, two
 - D. Three, two

Answers

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

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Explanations

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1. Which agency regulates sUAS operations in the United States?

- A. The Federal Aviation Administration (FAA)**
- B. The National Transportation Safety Board (NTSB)
- C. The Federal Communications Commission (FCC)
- D. The Department of Homeland Security (DHS)

The Federal Aviation Administration (FAA) is responsible for the regulation of small Unmanned Aircraft Systems (sUAS) operations in the United States. This includes establishing safety standards, developing operational guidelines, and overseeing the certification and registration process for sUAS. The FAA's primary mission is to ensure the safety of civil aviation, which extends to managing air traffic and integrating new technologies, such as drones, into the national airspace system. The FAA's regulations for sUAS cover various aspects, including pilot certification, aircraft registration, operational limits, and safety protocols, thereby ensuring safe and efficient use of drones in both commercial and recreational settings. This regulatory framework is crucial for maintaining public safety and preventing accidents in the national airspace. Other agencies mentioned have different mandates. For instance, the National Transportation Safety Board (NTSB) investigates transportation accidents and may analyze incidents involving sUAS, but it does not regulate their operations. The Federal Communications Commission (FCC) oversees communications, including frequencies used by sUAS but does not manage aviation safety or operations. The Department of Homeland Security (DHS) focuses on national security and emergency management, not specifically on aviation regulations.

2. Where must the FAA registration number be placed on a registered sUAS?

- A. On the landing gear
- B. Inside the battery compartment
- C. On the outside of the aircraft**
- D. Underneath the main body

The FAA registration number must be placed on the outside of the aircraft to ensure visibility and compliance with regulatory requirements. This placement allows for easy identification of the sUAS by law enforcement and other officials, especially in the event of an incident or if the sUAS is operated in public areas. The requirement for visibility ensures that the registration details are readily accessible without needing to disassemble the drone or look inside compartments, which could hinder rapid identification. Other placements, such as on the landing gear, inside the battery compartment, or underneath the main body, do not meet the FAA's standards for visibility and accessibility. These locations could complicate the verification process in practical scenarios where quick identification is necessary.

3. What does the acronym VLOS stand for?

- A. Visual Line of Sight**
- B. Vertical Line of Sight
- C. Variable Line of Sight
- D. Vivid Line of Sight

The acronym VLOS stands for Visual Line of Sight. This term is crucial in the context of sUAS (small Unmanned Aircraft Systems) operations as it refers to the requirement that the remote pilot must be able to see the aircraft with their own eyes, without the aid of visual enhancements like binoculars or cameras, during flight. Maintaining VLOS ensures that the pilot can monitor the aircraft's position, orientation, and the environment around it, which is vital for safe operation and helps prevent collisions with other aircraft, obstacles, or people. In aviation regulations and operational guidelines, this concept of maintaining visual contact with the drone during its operation is essential for enhancing situational awareness and ensuring compliance with safety protocols. Being aware of the surrounding environment while operating a sUAS not only contributes to safety but also enhances the pilot's ability to make informed decisions in real-time.

4. How does situational awareness improve sUAS operational safety?

- A. It allows pilots to ignore minor distractions
- B. It allows pilots to anticipate potential hazards and make proactive decisions**
- C. It helps pilots learn from past mistakes
- D. It encourages pilots to fly with more confidence

Situational awareness is a crucial concept in aviation safety, including when operating small Unmanned Aircraft Systems (sUAS). The selected answer emphasizes the importance of anticipating potential hazards, which is a core component of effective situational awareness. When pilots maintain situational awareness, they constantly cultivate an understanding of their environment and conditions that may impact the operation of their sUAS. This includes monitoring the position of their drone in relation to obstacles, weather conditions, and other air traffic. By being aware of these factors, pilots can foresee possible dangers, allowing them to make informed and proactive decisions to avoid accidents or malfunctions. This proactive decision-making is essential because it enables pilots to respond to emerging issues before they escalate into significant problems. For instance, if a pilot notices changes in weather patterns or the approach of other aircraft, they can adjust their flight plan or altitude accordingly. In this way, situational awareness becomes a foundational aspect of operational safety, directly contributing to minimizing risks during sUAS flights.

5. What are the consequences of flying an sUAS in controlled airspace without authorization?

- A. Legal repercussions, including fines**
- B. Aircraft confiscation
- C. Mandatory flight lessons
- D. No consequences

Flying a small Unmanned Aircraft System (sUAS) in controlled airspace without proper authorization can lead to serious legal repercussions, including fines. This is because controlled airspace is regulated by the Federal Aviation Administration (FAA) to ensure safety and prevent conflicts with manned aircraft. Operating without clearances or approval violates these regulations and can result in legal actions taken against the operator. Fines can vary depending on the severity of the infraction and the nature of the violation. While aircraft confiscation might be a consequence in some severe cases, especially if the operation is deemed particularly reckless, it is not a standard response for all violations. Mandatory flight lessons are not a typical consequence either; instead, they may be recommended as part of a remediation plan, but again, this is not a guaranteed outcome. Furthermore, the suggestion that there would be no consequences is inaccurate, as regulations are in place explicitly to avoid such scenarios and protect airspace integrity.

6. What must the wings and props of a sUAS do to generate the same lift in decreased air density?

- A. Move slower
- B. Generate more drag
- C. Move faster through the air**
- D. Change their angle of attack

For a small Unmanned Aircraft System (sUAS) to generate the same amount of lift in conditions of decreased air density, it is necessary for the wings and props to move faster through the air. Lift is influenced by a number of factors, and one of the key equations governing lift is the lift equation, which states that lift is proportional to the air density, the velocity of the aircraft relative to the air, and the surface area of the wings or propellers. In scenarios where the air density is lower, such as at higher altitudes or during hot weather, the wings and props must compensate to maintain the same lift. By increasing their speed relative to the surrounding air, the sUAS can effectively increase the dynamic pressure on the wing surfaces, thereby producing sufficient lift despite the reduced air density. This adjustment ensures that operational performance remains consistent across varying atmospheric conditions, allowing for safe and effective flight.

7. What should pilots consider in terms of airspace regulations during sUAS operations?

- A. Flying anywhere without restrictions
- B. Only flying during daytime hours
- C. Understanding and adhering to local airspace regulations**
- D. Using airspace based on personal judgment

Pilots must prioritize understanding and adhering to local airspace regulations when conducting sUAS operations. This is essential for ensuring safety and compliance with the law. Airspace regulations dictate where and when sUAS can be operated, including restrictions related to altitude, proximity to airports, and areas designated for special use, such as military operations or temporary flight restrictions. By understanding these regulations, pilots can effectively plan their flights, avoid potential conflicts with other aircraft, and adhere to the rules set forth by the FAA or other governing bodies. This awareness not only helps maintain safety but also minimizes the risk of legal repercussions that can arise from non-compliance. In contrast, the other options ignore the importance of regulations. Operating anywhere without restrictions neglects the fundamental legal frameworks that guide aviation safety. Flying only during daytime hours, while a good practice for visibility, does not address the critical aspect of airspace rules that govern operational areas. Using personal judgment to decide on airspace usage can lead to unsafe situations and put the pilot at risk of violating regulations, emphasizing why proper training and knowledge of airspace regulations is paramount.

8. Is thrust the aerodynamic force created by the airfoil?

- A. True
- B. False**
- C. Only in certain conditions
- D. Not applicable

In the context of aerodynamics, thrust is not defined as the aerodynamic force created by the airfoil. Instead, thrust is the forward force produced by an engine or propulsion system, which can be either a propeller or a jet engine. The aerodynamic forces on an airfoil are primarily lift and drag. Lift is the force that acts perpendicular to the relative wind, allowing the aircraft to rise, while drag is the resistance force that acts parallel to the relative wind, opposing the aircraft's forward motion. The airfoil design specifically generates lift through its shape and angle of attack. While it's true that the motion of the airfoil can influence the efficiency of thrust generation, thrust itself is not a direct product of the airfoil's aerodynamic characteristics. Therefore, stating that thrust is the aerodynamic force created by the airfoil is incorrect, making the answer accurate.

9. What service offers continuous broadcasts of recorded aeronautical information?

- A. ATC
- B. ATIS**
- C. AWOS
- D. NOTAM

The service that offers continuous broadcasts of recorded aeronautical information is known as Automatic Terminal Information Service (ATIS). This service provides pilots with important information regarding weather conditions, runway usage, and other relevant operational data at airports, particularly busy ones. Pilots tune into the ATIS frequency to receive this information before their approach or while preparing for departure. ATIS is designed to provide a constant stream of updated information in a standardized format, allowing pilots to be aware of current operational conditions without needing to communicate with air traffic control for each piece of information. By receiving this information in advance, it enhances situational awareness and helps streamline communications with ATC, allowing for more efficient operations at airports. In contrast to ATIS, Air Traffic Control (ATC) manages aircraft movement and ensures safe separation between them, but does not provide continuous recorded broadcasts. Automated Weather Observing System (AWOS) offers real-time weather data, usually focused solely on meteorological information rather than a broad range of aeronautical information. Notices to Airmen (NOTAM) are advisories concerning hazards or changes in procedures, but they are not continuously broadcast in the same way as ATIS.

10. When using a transmitter and a receiver, how many antennas are needed on the AV and on the ground station?

- A. One, one
- B. Two, one
- C. Two, two**
- D. Three, two

In a typical setup involving a transmitter and a receiver for a small Unmanned Aerial System (sUAS), both the aerial vehicle (AV) and the ground station should ideally be equipped with two antennas each. This is due to the principle of diversity in RF communication, which aims to increase the reliability of the signal transmission and reception. From the aerial vehicle perspective, having dual antennas can help overcome issues of multipath interference, where signals arrive at the receiver at different times due to reflections off surfaces. By employing two antennas, the system can utilize diversity techniques such as spatial diversity or polarization diversity, which allows it to select the best signal for clearer communication. Similarly, the ground station also benefits from having two antennas. This redundancy helps ensure that there is a stronger, more stable connection between the AV and the ground control, even in challenging environments where signal fluctuations may occur. Thus, the requirement for two antennas on both the AV and the ground station ensures that the communication link remains robust and minimizes the chances of losing control or telemetry data during operations.

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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://usisuassafetycertlvl1.examzify.com>

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

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