

USI SUAS SAFETY CERTIFICATION LEVEL 1 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. Which types of areas are generally prohibited from sUAS operations?**
 - A. Urban areas only
 - B. Restricted airspace, near airports, and emergency response areas
 - C. Designated wildlife habitats
 - D. Areas with low population density
- 2. When is it necessary to give way to manned aircraft?**
 - A. Only when instructed by air traffic control
 - B. When it's convenient for the pilot
 - C. Always, as manned aircraft have the right of way
 - D. Only in emergency situations
- 3. What primary function do stratus clouds typically serve in weather systems?**
 - A. Indicating severe weather
 - B. Blocking sunlight
 - C. Providing constant rainfall
 - D. Producing clear skies
- 4. The term used to classify an object based on its ability to reflect electromagnetic radiation is ____**
 - A. emittance
 - B. conductance
 - C. reflectivity
 - D. transmittance
- 5. What term describes when a person is involved in the overall action but is removed from the control loop in autonomous systems?**
 - A. Human intervention
 - B. Human oversight
 - C. Human out of the loop
 - D. Human participation

6. What is a NOTAM in aviation?

- A. Notice to Airmen
- B. National Online Training and Management
- C. Network Operations Test and Maintenance
- D. Navigation and Operational Transport Advisory Message

7. Which device provides a remote pilot with data to indicate a dangerous or irregular flight condition?

- A. GPS system
- B. Flight control system
- C. Warning lights and annunciator alarms
- D. Altitude sensor

8. When is it acceptable to fly an sUAS beyond visual line of sight (BVLOS)?

- A. Only under specific FAA waivers and following defined protocols
- B. Whenever it is convenient for the pilot
- C. During emergencies only
- D. In urban areas to avoid detection

9. What can cause radio interference in UAV operations?

- A. Noise from surrounding environments
- B. Another user operating on the same or similar frequency band
- C. Using advanced telemetry systems
- D. Electrical interference from the drone's own systems

10. Under what circumstance can a remote pilot deviate from part 107 regulations?

- A. Routine operational adjustments
- B. In-flight emergency
- C. Delayed arrivals
- D. Pilot's discretion

Answers

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

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Explanations

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1. Which types of areas are generally prohibited from sUAS operations?

- A. Urban areas only
- B. Restricted airspace, near airports, and emergency response areas**
- C. Designated wildlife habitats
- D. Areas with low population density

The correct choice identifies areas where sUAS operations are typically prohibited due to safety and regulatory concerns. Restricted airspace is established to protect national security, such as military bases or areas where sensitive operations are conducted. Additionally, operations near airports are heavily regulated to prevent interference with manned aircraft, ensuring safe takeoffs and landings. Emergency response areas are also off-limits to sUAS to avoid hindering first responders and compromising safety during critical operations. In contrast, urban areas, wildlife habitats, and regions with low population density may not have the same level of restrictions. While urban areas could present risks due to increased traffic and potential for accidents, the primary prohibitions are centered around regulated airspace and specific safety concerns related to emergency and flight operations near airports. Therefore, understanding these restrictions is crucial for sUAS operators to ensure compliance with regulations and maintain safety in the airspace.

2. When is it necessary to give way to manned aircraft?

- A. Only when instructed by air traffic control
- B. When it's convenient for the pilot
- C. Always, as manned aircraft have the right of way**
- D. Only in emergency situations

The appropriate response is that it is necessary to always give way to manned aircraft because they have the right of way in the airspace. This requirement is grounded in aviation safety protocols and regulations, which prioritize the safety of all aircraft operations. Manned aircraft are typically larger and may have less maneuverability than small unmanned aerial systems (sUAS), making it essential for sUAS operators to ensure they do not impede the path of manned flights. In situations where both aircraft are operating in the same airspace, sUAS operators must be vigilant and aware of their surroundings to avoid potential collisions and ensure the safety of all individuals involved. This rule is especially crucial considering that manned aircraft may be operating under complex flight operations, including take-offs and landings, where the risk of accidents is heightened. The other options suggest scenarios that could lead to misinterpretations of airspace rights, such as limiting the obligation to give way only to specific situations or conditions. However, the fundamental principle remains that manned aircraft always have the right of way, regardless of external circumstances.

3. What primary function do stratus clouds typically serve in weather systems?

- A. Indicating severe weather
- B. Blocking sunlight**
- C. Providing constant rainfall
- D. Producing clear skies

Stratus clouds primarily serve the function of blocking sunlight, which is crucial in understanding their role in weather systems. These clouds form a thick, uniform layer in the sky, resulting in overcast conditions that can significantly reduce the amount of direct solar radiation reaching the Earth's surface. This can lead to cooler temperatures and a muted natural light throughout the day. While stratus clouds do bring precipitation, such as light rain or drizzle, their primary characteristic is their ability to obscure sunlight rather than indicating severe weather or producing clear skies. Stratus clouds typically suggest stable atmospheric conditions rather than violent weather changes. Therefore, recognizing their primary role in blocking sunlight helps in understanding how they influence daily weather and climate patterns.

4. The term used to classify an object based on its ability to reflect electromagnetic radiation is ____

- A. emittance
- B. conductance
- C. reflectivity
- D. transmittance

The correct term used to classify an object based on its ability to reflect electromagnetic radiation is reflectivity. Reflectivity is a measure of how much incident electromagnetic radiation is reflected by a surface, and it is a crucial parameter in various fields, including optics, materials science, and remote sensing. Understanding reflectivity helps in characterizing materials and is particularly important in applications such as remote sensing, where different surfaces and materials can be identified based on how they reflect electromagnetic waves. Emittance refers to the ability of an object to emit thermal radiation, which is different from reflectivity as it involves the emission rather than the reflection of energy. Conductance relates to the ability of a material to conduct heat or electricity but does not pertain directly to the reflection of electromagnetic radiation. Transmittance is the measure of how much incident light or electromagnetic radiation passes through a material, making it distinct from reflectivity, which focuses solely on what is reflected.

5. What term describes when a person is involved in the overall action but is removed from the control loop in autonomous systems?

- A. Human intervention
- B. Human oversight
- C. Human out of the loop
- D. Human participation

The term "human out of the loop" specifically refers to a situation in autonomous systems where the individual is involved in the overarching action or operation but does not actively control it. This concept is crucial in the design and evaluation of autonomous systems, as it highlights the reliance on automated processes without direct human input during specific phases. In contexts where systems operate independently, measuring safety and ensuring reliability becomes paramount, because the human operator may not be immediately available to react to unexpected situations. Understanding this concept can help in developing better protocols for monitoring and intervention when needed. The other terms, while related to human roles in automation, do not capture this unique aspect. "Human intervention" implies active involvement by a human operator to alter the system's behavior, "human oversight" suggests a monitoring role with the ability to influence outcomes when necessary, and "human participation" indicates general involvement without the absence of control, thus differentiating these roles from being entirely out of the control loop.

6. What is a NOTAM in aviation?

A. Notice to Airmen

B. National Online Training and Management

C. Network Operations Test and Maintenance

D. Navigation and Operational Transport Advisory Message

A NOTAM, or Notice to Airmen, is an essential communication tool in aviation that provides critical information regarding the status of airspace, airports, and any relevant changes or hazards that could affect flight operations. This information is vital for pilots and air traffic personnel to ensure safe and efficient flight operations. NOTAMs can include details about runway closures, navigational aids being inoperative, temporary flight restrictions, and other important updates that may not be included in the regular aeronautical charts or publications. The other options, while they might sound plausible, do not accurately describe the term NOTAM. "National Online Training and Management" and "Network Operations Test and Maintenance" do not relate to the aviation context. Similarly, "Navigation and Operational Transport Advisory Message" is misleading as it doesn't capture the specific intent and common usage of NOTAMs in providing real-time information to airmen. Therefore, the correct identification of NOTAM as a Notice to Airmen underscores its importance in maintaining safety and operational awareness in aviation.

7. Which device provides a remote pilot with data to indicate a dangerous or irregular flight condition?

A. GPS system

B. Flight control system

C. Warning lights and annunciator alarms

D. Altitude sensor

The choice of warning lights and annunciator alarms as the correct answer stems from their crucial role in indicating dangerous or irregular flight conditions to the remote pilot. These devices serve as immediate visual or auditory alerts that inform the pilot when the aircraft is experiencing potential issues, such as exceeding safe operational limits, detecting system failures, or variations in flight parameters that may lead to danger. These warning systems are designed to be clear and quickly identifiable, allowing the pilot to take appropriate corrective action to ensure safety during the flight operation. This kind of information is critical in maintaining situational awareness, especially in emergency scenarios. In contrast, while a GPS system provides valuable navigation data and positioning information, it does not inherently signal danger. The flight control system is responsible for managing the aircraft's flight mechanics and control inputs, but it may not directly alert the pilot to irregular conditions. Similarly, an altitude sensor measures height above ground level or sea level but lacks the capability to indicate broader flight safety issues unless combined with a warning system.

8. When is it acceptable to fly an sUAS beyond visual line of sight (BVLOS)?

A. Only under specific FAA waivers and following defined protocols

B. Whenever it is convenient for the pilot

C. During emergencies only

D. In urban areas to avoid detection

Flying a small Unmanned Aircraft System (sUAS) beyond the visual line of sight (BVLOS) is a complex operation that is heavily regulated due to safety concerns. The correct choice highlights that BVLOS operations are permissible only when they adhere to specific Federal Aviation Administration (FAA) waivers and defined protocols. Obtaining a waiver is essential because the FAA requires strict adherence to regulations designed to ensure the safety of the national airspace, which includes maintaining situational awareness of the aircraft's position and the surrounding environment. These waivers include established procedures to mitigate risks associated with BVLOS flights, such as utilizing technology for enhanced monitoring, implementing comprehensive risk assessments, and ensuring pilot training meets rigorous standards. In contrast, the other options present scenarios that do not align with safety regulations and established aviation standards. Convenience for the pilot disregards operational safety guidelines that govern sUAS use. Restricting BVLOS operations solely to emergencies oversimplifies the need for operational authority and planned procedures. Lastly, attempting to fly in urban areas to avoid detection does not consider the potential risks involved and breaches regulatory compliance, which could lead to significant safety hazards and legal consequences. Therefore, it is critical for sUAS operators to understand that BVLOS operations

9. What can cause radio interference in UAV operations?

A. Noise from surrounding environments

B. Another user operating on the same or similar frequency band

C. Using advanced telemetry systems

D. Electrical interference from the drone's own systems

The cause of radio interference in UAV operations primarily relates to the presence of other users operating on the same or similar frequency band. This phenomenon occurs because radio frequency bands are finite resources, and when multiple devices operate within the same band, they can disrupt each other's signals. This interference can lead to loss of control signals, degradation of data transmission, and ultimately can compromise the safety and performance of the UAV. The operation of UAVs requires reliable communication with ground control stations and other systems, and interference from external sources can result in significant operational challenges. Proper frequency management and awareness of other nearby transmitters are crucial for ensuring safe and effective UAV operations. While noise from the surrounding environment, advanced telemetry systems, and electrical interference from the drone's own components can affect overall performance, they do not specifically address the pressing issue of interference arising from overlapping frequency usage, which is a common and critical hurdle in UAV operations. Understanding and mitigating this specific type of interference is vital for successful UAV deployment and operation.

10. Under what circumstance can a remote pilot deviate from part 107 regulations?

- A. Routine operational adjustments
- B. In-flight emergency**
- C. Delayed arrivals
- D. Pilot's discretion

A remote pilot can deviate from Part 107 regulations in the event of an in-flight emergency. This provision exists to ensure the safety of the aircraft and individuals on the ground. If a situation arises that poses an immediate threat to life or property, the remote pilot is granted the authority to take necessary actions that may not align with standard regulations. This could involve changing altitude, rerouting the flight, or altering other operational parameters to mitigate the emergency and ensure a safe resolution. In-flight emergencies might include technical malfunctions, loss of control, or unforeseen obstacles that require quick thinking and immediate decision-making, overriding the usual compliance with established rules for safety and operational integrity. This flexibility is crucial in protecting both the aircraft and public safety, allowing the pilot to prioritize response actions over regulatory adherence during critical situations.

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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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