

FAA Practice Exam - Unlimited Attempts

Report Summary

Name : **Neil Harman**
Your Score : 49 out of 60 (81.67%)
Correct Answers : **49 Questions**
Incorrect Answers : **11 Questions**
Unanswered : 0 Questions
Time Taken : 34 mins 39 secs
Date : Aug 08, 2025
Email : neil28461@gmail.com

Topic Result

Night Operations: 4 / 4 Points (100%)
Drone Flight Operations: 7 / 8 Points (87.5%)
Drone Rules and FAA Regulations: 8 / 8 Points (100%)
National Airspace System (NAS): 7 / 10 Points (70%)
Reading Sectional Charts: 8 / 10 Points (80%)
UAS Loading and Performance: 5 / 5 Points (100%)
Weather and Micrometeorology: 3 / 5 Points (60%)
Airport Operations: 7 / 10 Points (70%)

Your Answers

Correct

Points earned: 1 out of 1

Q1) When may a remote pilot reduce the intensity of an aircraft's lights during a night flight?

- A. At no time may the lights of an sUAS be reduced in intensity at night.
- B. When a manned aircraft is in the vicinity of the sUAS.
- C. When it is in the interest of safety to dim the aircraft's lights. (Your Answer)(**Correct**)

Explanation: Operations conducted during civil twilight and at night require the small unmanned aircraft to be equipped with anti-collision lighting that is visible for at least 3 SM. The remote pilot maintains the discretion to reduce the intensity of the anti-collision lighting when he or she determines it would be in the best interest of safety to do so. For example, a bright strobe light on the unmanned aircraft in very close proximity to the remote pilot could cause the remote pilot to

lose the ability to observe the small unmanned aircraft's location, speed, or altitude.

Correct

Points earned: 1 out of 1

Q2) What effect would moving a payload further aft have on a fixed-wing aircraft's flight performance?

- A. It would make it more stable at low speed and less stable at higher speed.
- B. It would make it less stable at low speed and more stable at higher speed.
- C. It would make it less stable at both low and high speeds. (Your Answer)(Correct)

Explanation:Aft means the back part of the aircraft. When your Center of Gravity is out-of-line, it becomes more difficult to recover from a stall and overall just more difficult to control your sUAS. It doesn't matter what speed you're flying at. When your CG is off, your fixed-wing aircraft becomes less stable at both low and high speeds.

Correct

Points earned: 1 out of 1

Q3) If the temperature is 64°F (and if the temperature/dewpoint spread is too small and decreasing), what type of weather is most likely to develop?

- A. Fog or low clouds (Your Answer)(Correct)
- B. Freezing precipitation
- C. Thunderstorms

Explanation:Fog typically occurs when the temperature of air near the ground is cooled to the air's dew point. Remember, the dew point is the temperature at which the air will have 100% humidity -- it's fully saturated with water vapor. At this point, the water vapor in the air condenses and becomes visible in the form of fog.

Correct

Points earned: 1 out of 1

Q4) When preparing for a night flight, what should an sUAS pilot be aware of after assembling and conducting a preflight of an aircraft while using a bright flashlight or work light?

- A. Once adapted to darkness, a person's eyes are relatively immune to bright lights.
- B. It takes approximately 30 minutes for a person's eyes to fully adapt to darkness. (Your Answer)(Correct)
- C. The person should use a flashlight equipped with LED lights to facilitate their night vision.

Explanation:When your eyes are exposed to a bright flashlight or work light, remember that it'll take approximately 30 minutes for your eyes to fully adapt to darkness. To speed up the adaptation process, try wearing sunglasses, lowering the brightness of computer screens/viewing devices, and avoid looking directly at bright lights.

Incorrect

Points earned: 0 out of 1

Q5) (Refer to FAA-CT-8080-2H, Figure 75) What's the minimum altitude you can fly in the quadrangle surrounding Buckeye Airport (BXK) in order to clear all obstacles in that quadrangle?

- A. 3,400 ft. AGL
- B. 3,500 ft. AGL (Your Answer)(Incorrect)
- C. 3,500 ft. MSL (Correct)

Explanation: The Maximum Elevation Figure (MEF) represents the minimum altitude that you can fly in a given quadrangle and still be able to clear all obstacles in that quadrangle, including terrain and obstructions. In Figure 75, looking at the quadrangle surrounding Buckeye Airport (BXK), we see a big number 3, and a little number 5. The large number represents thousands of feet MSL. The small number represents hundreds of feet MSL. So that's where we are getting 3,500 ft. MSL.

Correct

Points earned: 1 out of 1

Q6) Scheduled maintenance should be performed in accordance with the:

- A. Contractor requirements
- B. Manufacturer's suggested procedures (Your Answer)(Correct)
- C. Stipulations in 14 CFR Part 43

Explanation: To ensure that your aircraft continues to perform optimally and fly safely, scheduled maintenance should be performed in accordance with the manufacturer's suggested procedures.

Correct

Points earned: 1 out of 1

Q7) (Refer to Figure 26, area 4.) You have been hired to inspect the tower under construction at 46.9N and 98.6W, near Jamestown Regional (JMS). What must you receive prior to flying your unmanned aircraft in this area?

- A. Authorization from the military
- B. Authorization from ATC (Your Answer)(Correct)
- C. Authorization from the National Park Service

Explanation: When a tower is under construction, you'll see "UC" text next to the icon, so finding the tower icon to identify its location and height should be relatively straightforward as you're given the exact latitude and longitudinal coordinates. It sits about 6 SM southeast (mostly east) of Jamestown Regional (JMS) airport. This tower sits inside a magenta-dotted figure that's entirely closed off, which indicates lateral Class E surface airspace. And of the different types of Class E airspace, this is the one where you'd need to request prior airspace authorization to operate here.

Points earned: 0 out of 1

Incorrect

Q8) What is "dewpoint"?

- A. The temperature at which condensation and evaporation are equal. (Your Answer)(Incorrect)
- B. The temperature at which dew will always form.
- C. The temperature to which air must be cooled to become saturated. (Correct)

Explanation: The dew point, given in degrees, is the temperature at which the air can hold no more moisture, so it's at 100% humidity. As moist, unstable air rises, clouds often form at the altitude where temperature and dew point reach the same value. At this point, the air is completely saturated, and moisture begins to condense out of the air in the form of fog, dew, frost, clouds, rain, hail, or snow. The dew point is the temperature air needs to be cooled to become saturated or achieve a relative humidity of 100%. Once the air is saturated, it cannot hold any more water in the gas form. Further lowering of the temp increases saturation and the water vapor starts to condense and appears typically in the form of fog, rain, or frost

Incorrect

Points earned: 0 out of 1

Q9) _____ areas are depicted on aeronautical charts with an "A" followed by a number (e.g., A-211) to inform nonparticipating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity. Pilots should exercise caution in these areas.

- A. Alert (Correct)
- B. Warning (Your Answer)(Incorrect)
- C. MOA

Explanation: Pilots should exercise caution in alert areas. Alert areas are depicted on aeronautical charts with an "A" followed by a number (e.g., A-211) to inform nonparticipating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity. All activity within an alert area shall be conducted in accordance with regulations, without waiver, and pilots of participating aircraft, as well as pilots transiting the area, shall be equally responsible for collision avoidance.

Correct

Points earned: 1 out of 1

Q10) What is the antidote when a pilot has the hazardous attitude of "Antiauthority?"

- A. Rules do not apply in this situation.
- B. I know what I am doing.
- C. Follow the rules. (Your Answer)(Correct)

Explanation: Anti-authority describes the attitude of people who do not like anyone telling them what to do. In a sense, they are saying, "No one can tell me what to do." They may be resentful of having someone tell them what to do, or may regard rules, regulations, and procedures as silly or unnecessary. Of course, it's always your prerogative to question authority if you feel it is in error. But don't be anti-authority. The antidote for this hazardous attitude is, "Follow the rules --

they are usually right."" Do not bend the rules to get your way, as it will backfire.

Incorrect

Points earned: 0 out of 1

Q11) (Refer to Figure 75, area 2.) You're planning to fly your sUAS about 50 feet away from Pierce airport at an altitude of 80 feet AGL. What do you need to do?

- A. Nothing, no notification / permission is required. (Correct)
- B. Notify the Pierce airport manager since there's no control tower
- C. Request permission from the FAA using their online waiver & authorization form (Your Answer)(Incorrect)

Explanation: Since Pierce airport sits in Class G uncontrolled airspace, no notification / permission is required to operate near the airport. That said, I'd be extra vigilant when flying here so as not to disrupt manned aircraft traffic patterns / airport operations.

Correct

Points earned: 1 out of 1

Q12) (Refer to FAA-CT-8080-2H, Figure 24, Area 6.) What type of airport is Card Airport?

- A. Public towered
- B. Public non-towered
- C. Private non-towered (Your Answer)(Correct)

Explanation: Do you see the "PVT" next to the name of the airport? This indicates that CARD Airport is a private airport. And the magenta coloring means that this is a non-towered airport.

Correct

Points earned: 1 out of 1

Q13) For operations conducted in Category 1, 2, and 4, sustained flight over an open air assembly is restricted to small unmanned aircraft that

- A. Are operated at FAA-recognized identification areas (FRIAs)
- B. Weigh more than 55 pounds
- C. Meet Part 89 Remote ID requirements (Your Answer)(Correct)

Explanation: "Sustained flight" over an open-air assembly in Category 1, 2, or 4 does not include a brief, one-time flight over a portion of the assembled gathering. Remote pilots are prohibited from operating aircraft in Category 1, 2, or 4 in sustained flight over an open-air assembly unless the operation meets requirements of Part 89.110 or 89.115(a).

Correct

Points earned: 1 out of 1

Q14) What must operators of foreign-registered drones with FAA Remote ID submit before flying their drone in the U.S. National Airspace System (NAS)?

- A. Remote ID Module
- B. Notice of Identification (NOI) (Your Answer)(Correct)
- C. FAA Declaration of Compliance (DOC)

Explanation: Operators of foreign-registered drones with FAA Remote ID must submit a Notice of Identification (NOI) via the FAA Drone Zone before flying in U.S. airspace. The drone or broadcast module must be on an FAA-accepted Declaration of Compliance (DOC), but the NOI is the required submission to operate legally.

Correct

Points earned: 1 out of 1

Q15) Upon request by the FAA, the remote pilot-in-command must provide

- A. a logbook documenting small UA landing currency.
- B. a remote pilot certificate with a small UAS rating. (Your Answer)(Correct)
- C. any employer issued photo identification.

Explanation: At the end of the day, any FAA official can inspect and test your aircraft and any law enforcement officer can ask to see your documentation (remote pilot certificate, ID, aircraft registration, etc.). The unmanned aircraft system, the remote PIC, your visual observer, your flight logs, and any other documents, records, or reports need to comply with the applicable FAA regulations. You name it -- they can check it. This question is somewhat tricky. While you're technically supposed to be keeping a logbook, the "landing currency" phraseology is more fit for manned aircraft pilots, who have to maintain a minimum number of flights to keep their license current. The more correct choice is "a remote pilot certificate with a small UAS rating."

Correct

Points earned: 1 out of 1

Q16) (Refer to FAA-CT-8080-2H, Figure 80) What's the minimum visibility required at the area surrounding Crawford airport?

- A. 0 SM
- B. 1 SM
- C. 3 SM (Your Answer)(Correct)

Explanation: This is kind of a trick question. You can't find visibility requirements on a sectional chart. The minimum visibility for any sUAS operations is always 3 statute miles (SM), no matter where you are flying. It's a regulations question, not a sectional chart question. The chart is a red herring meant to throw you off. We're not huge fans of this question, but this is a good representation of the kind of trickery you may experience on the FAA's Aeronautical Knowledge Test.

Correct

Points earned: 1 out of 1

Q17) (Refer to Figure 2, Load Factor Chart) If an airplane weighs 23 pounds, what approximate weight would the airplane structure be required to support during a 60° banked turn while maintaining altitude?

- A. 23 pounds
- B. 34 pounds
- C. 46 pounds (Your Answer)(Correct)

Explanation: Looking at the Load Factor Chart, we see that with a 60° banked turn, the load factor is 2.000. Therefore, if we take the existing weight of the airplane (23 pounds) and multiply it by the Load Factor of 2.000, we get 46 pounds, which is the weight the airplane structure would be required to support during that turn.

Correct

Points earned: 1 out of 1

Q18) In which environment is ice mostly likely to have the highest accumulation rate on your sUAS?

- A. Cumulus clouds with below-freezing temperatures
- B. Roll clouds with below-freezing temperatures
- C. Freezing rain (Your Answer)(Correct)

Explanation: While you shouldn't be operating sUAS in freezing rain, you should know that of these three answer choices, freezing rain would most likely yield the highest accumulation of ice on your sUAS. The other two answer choices include clouds. Clouds don't always produce precipitation, and there has to be moisture in the atmosphere for ice to form, so freezing rain is the best answer choice.

Correct

Points earned: 1 out of 1

Q19) What is the rudder on a fixed-wing UA used for?

- A. Roll
- B. Pitch
- C. Yaw (Your Answer)(Correct)

Explanation: If you're operating a fixed-wing sUAS, the rudder will control the "yaw" of that aircraft. And when you're looking at one fixed-wing sUAS model vs. another, the maneuverability you get with the rudder can be quite different.

Incorrect

Points earned: 0 out of 1

Q20) (Refer to FAA-CT-8080-2H, Figure 23) If you are inspecting the high-intensity lights on top of the towers 5 1/2 nautical miles southwest of Savannah International airport, would you need prior authorization from ATC?

- A. No, because you'd be under the shelf of Class C airspace

- B. Yes, because you'd be operating in Class C airspace (Correct)
- C. Yes, because you'd be operating in Class B airspace (Your Answer)(Incorrect)

Explanation: While the Part 107 regulations state a maximum altitude of 400 ft. AGL, you're allowed to fly higher than that as long as you're within 400 ft. of a tower / obstruction. You're even allowed to fly up to 400 ft. over the topmost part of that tower. In this case, you're inspecting the high-intensity lights on top of the tower, which puts you around the top of that tower at 1,548 ft. MSL / 1,534 ft. AGL. Where the towers sit in this portion of airspace, it's Class C airspace from 1,300 ft. MSL to 4,100 ft. MSL (see the 41/13 fraction?), so by inspecting these lights, that puts you up into Class C airspace. Because you would be operating in Class C controlled airspace, you'd need to get prior authorization to fly here.

Correct

Points earned: 1 out of 1

Q21) (Refer to Figure 59, area 1.) You're hired to inspect a tower by Lenawee County airport (ADG). Which radio frequency would you tune into to listen to manned aircraft chatter from incoming or outgoing pilots?

- A. 118.375
- B. 118.75
- C. 122.8 (Your Answer)(Correct)

Explanation: The radio frequency that sUAS operators can tune into to listen to manned aircraft chatter from incoming or outgoing pilots is called the Common Traffic Advisory Frequency (CTAF). On a Sectional Chart, it'll actually say what CTAF frequency you should be using. Just look for the C / Circle symbol, and the CTAF frequency will be right before it. The CTAF frequency is always going to be to the left of the circle C icon. In the legend section above, the CTAF frequency is also the CT or Control Tower frequency, and it is 118.3. In this question, the CTAF frequency at Lenawee County airport (ADG) is 122.8.

Incorrect

Points earned: 0 out of 1

Q22) (Refer to Figure 25, area 4.) What is the floor of Class B airspace at Ft. Worth Alliance (AFW) airport?

- A. At the surface
- B. 3000 ft. MSL (Your Answer)(Incorrect)
- C. 4000 ft. MSL (Correct)

Explanation: This is one of the most complicated Sectional Chart excerpts you'll encounter. It's crowded and difficult to interpret. Take your time to first identify where Ft. Worth Alliance (AFW) airport is located. In this closed off part of Class B airspace, indicated by the blue solid lines, we see a fraction that says 110/40, meaning that this part of Class B controlled airspace doesn't start until 4,000 ft. MSL.

Correct

Points earned: 1 out of 1

- Q23) Safety is an important element for a remote pilot to consider prior to operating an unmanned aircraft system. To prevent the final "link" in the accident chain, a remote pilot must consider which methodology?
- A. Crew Resource Management.
 - B. Safety Management System.
 - C. Risk Management. (Your Answer)(Correct)

Explanation: When a series of judgmental errors leads to a human factors-related accident, this is sometimes referred to as the error (or accident) chain, and it's our goal to ensure we're doing everything we can to prevent this from happening. To prevent this final "link" in the accident chain, a remote pilot must consider Risk Management. Once appropriate risk controls are developed and implemented, then the operation can begin.

Incorrect

Points earned: 0 out of 1

- Q24) Where can pilots find traffic pattern information and restrictions, such as noise abatement?
- A. Sectional Chart (Your Answer)(Incorrect)
 - B. Aeronautical Information Manual (AIM)
 - C. Chart Supplements U.S. (formerly Airport/Facility Directory) (Correct)

Explanation: The Chart Supplement U.S., formerly called the Airport/Facility Directory, provides the most comprehensive information on a given airport. It contains information on airports, heliports, and seaplane bases that are open to the public. It's published across seven books, and the information in each of these books is updated every couple of months. You can access these charts digitally by using a tool like <http://skyvector.com> and clicking into the airport icon. Chart Supplements are great for learning more about things like parachute drop zones or glider operations, traffic pattern information, operating hours, noise abatement, and really any other information about an airport that doesn't fit into the nice and colorful Sectional Chart. It's a great resource to keep in your back pocket when doing airspace research and flight mission planning.

Correct

Points earned: 1 out of 1

- Q25) (Refer to FAA-CT-8080-2H, Figure 59, area 2.) The chart shows a gray line with "VR1667, VR1617, VR1638, and VR1668." Could this area present a hazard to the operations of a small UA?
- A. No, all operations will be above 400 feet.
 - B. Yes, this is a Military Training Route with at least one route 1,500 feet AGL and below. (Your Answer)(Correct)
 - C. Yes, the defined route provides traffic separation to manned aircraft.

Explanation: A Military Training Route (MTR) is used by the military for conducting low-altitude, high-speed flight training. MTRs with four numbers denote routes flown at 1,500 ft. AGL and below. At such a low altitude, this can present challenges to an unmanned aircraft.

Correct

Points earned: 1 out of 1

Q26) (Refer to Figure 24, Area 3.) What other aviation activity can you expect near TRI-COUNTY private airport?

- A. Military training
- B. Parachute operations (Your Answer)(Correct)
- C. Balloons

Explanation: See the balloon icon next to the airport icon (a magenta circle with an R in it)? That indicates an area where parachute operations regularly take place. You can look at a Chart Supplement to find out more information about icons near airports like this one.

Correct

Points earned: 1 out of 1

Q27) At night, drone pilots and other crew members should use off-center viewing, where you're ____.

- A. looking directly at an object, but for no more than 2-3 seconds at a time
- B. looking directly at an object with both eyes, alternating opening and closing your right and left eyes every 2-3 seconds
- C. not looking directly at an object. You're looking 10° above, below, or to either side of the object (Your Answer)(Correct)

Explanation: With off-center viewing, you're not looking directly at an object. You're looking 10° above, below, or to either side of the object. In this manner, the peripheral vision can maintain contact with an object. It's kind of like looking up at the stars at night. You can actually see the star more clearly if you don't look directly at it!

Correct

Points earned: 1 out of 1

Q28) (Refer to FAA-CT-8080-2H, Figure 78) You're inspecting the railroads from Blencoe to Onawa (about 40 NM SSE of Sioux City). Do you need to request prior airspace authorization?

- A. Yes, because you pass through Class E airspace at SFC
- B. Yes, because you pass through Class D airspace
- C. No, because you're in uncontrolled Class G airspace (Your Answer)(Correct)

Explanation: Once you've identified Blencoe and Onawa in the southeastern part of the map, you'll notice that there's no controlled airspace between both locations. It's Class G airspace from the ground up to 1,200 ft. AGL, and no permission is required during your flight operation.

Correct

Points earned: 1 out of 1

Q29) (Refer to FAA-CT-8080-2H, Figure 23, Area 4) What's the required visibility at

Plantation (JYL) airport?

- A. 1 SM
- B. 3 SM (Your Answer)(Correct)
- C. 5 SM

Explanation: This is kind of a trick question. You can't find visibility requirements on a sectional chart. The minimum visibility for any sUAS operations is always 3 statute miles (SM), no matter where you are flying. It's a regulations question, not a sectional chart question. The chart is a red herring meant to throw you off. We're not huge fans of this question, but this is a good representation of the kind of trickery you may experience on the FAA's Aeronautical Knowledge Test.

Correct

Points earned: 1 out of 1

Q30) (Refer to Figure 26) Which airport is located at approximately 46.93°N latitude and 98.02°W longitude?

- A. Cooperstown
- B. Jamestown Regional
- C. Barnes County (Your Answer)(Correct)

Explanation: There are a few things to remember about latitude and longitude on a sectional chart: That one degree can be divided into 60 minutes. That, as you move west or left, away from the prime meridian, the longitudinal degree numbers go up. That, as you move north, away from the equator, the latitudinal degree numbers go up. That the opposite is true if you're moving toward the prime meridian or equator. That each line of latitude or line of longitude is 30 minutes, or half a degree, from the next one. This is confusing to many students. So if you're looking a line of longitude that's 98 degrees (the rightmost line on the chart)...and you move left...The numbers are going up since you're moving away from the prime meridian. Each notch to the left is one minute. Therefore the line to the left, or west, of 98 degrees, is 98 degrees and 30 minutes. This question is a little trickier, because instead of degrees and minutes, we're getting degrees and decimals. So you have to know how to translate 46.93°N and 98.02°W back into degrees and minutes. Since there are 60 minutes in one degree, the calculation becomes $0.93 \times 60 = 56$, or $.02 \times 60 = 1$. So 46.93°N latitude and 98.02°W longitude become 46 degrees, 56 minutes latitude and 98 degrees, 1 minute longitude. With this logic, you should be able to figure out that 46.93°N latitude and 98.02°W longitude indicates Barnes County Airport. A lot of students struggle with this, so you're not alone.

Correct

Points earned: 1 out of 1

Q31) What is the one common factor which affects most preventable accidents?

- A. Structural failure
- B. Mechanical malfunction
- C. Human error (Your Answer)(Correct)

Explanation: It is estimated that approximately 80% of all aviation accidents are related to human factors.

Correct

Points earned: 1 out of 1

Q32) What effect does an uphill terrain slope have on launch performance of a fixed-wing sUAS?

- A. Increases launch distance (Your Answer)(Correct)
- B. Increases launch speed
- C. Decreases launch distance

Explanation:When you have an uphill terrain slope and you're launching a fixed-wing aircraft on that slope, you'll need to increase your launch distance to get the aircraft up into the air.

Correct

Points earned: 1 out of 1

Q33) _____ consist of airspace with defined vertical and lateral limits established for the purpose of separating certain military training activities from IFR traffic.

- A. Prohibited Areas
- B. Warning
- C. MOAs (Your Answer)(Correct)

Explanation:Military Operations Areas (MOAs) are established for the purpose of separating certain military training activities from instrument flight rules (IFR) traffic.

Correct

Points earned: 1 out of 1

Q34) (Refer to FAA-CT-8080-2H, Figure 20, area 3.) With ATC authorization, you are operating your small unmanned aircraft approximately 4 SM southeast of Elizabeth City Regional Airport (ECG). What hazard is indicated to be in that area?

- A. High density military operations in the vicinity.
- B. Unmarked balloon on a cable up to 3,008 feet AGL.
- C. Unmarked balloon on a cable up to 3,008 feet MSL. (Your Answer)(Correct)

Explanation:Look for the big box! I like these boxes, as they're usually quite clear. You just read what's inside of them. In this case, we're being cautioned that there is an unmarked balloon, running on a cable from the surface up to 3,008 ft. MSL.

Correct

Points earned: 1 out of 1

Q35) When can a Remote Pilot-in-Command deviate from the Part 107 rules to go into Class C airspace?

- A. When an in-flight emergency occurs (Your Answer)(Correct)

- B. After requesting permission from the FAA
- C. After receiving radio permission from the Class C airport ATC tower

Explanation: In case of an in-flight emergency, you are permitted to deviate from any rule of Part 107 to the extent necessary to respond to that emergency. As an example, if you had to enter Class C airspace in an emergency situation, that's OK, just remember that you'd be violating the Part 107 regulations, and that's something for which the FAA might want an explanation. If you deviate from the Part 107 rules to respond to an emergency, you might need to send a written report to the FAA explaining the deviation if they ask you to do so. It goes without saying that emergency action should be taken in such a way as to minimize injury or damage to property.

Correct

Points earned: 1 out of 1

Q36) To avoid missing important steps, always use the

- A. appropriate checklists. (Your Answer)(Correct)
- B. placarded airspeeds.
- C. airworthiness certificate.

Explanation: One of the most neglected items when a pilot relies on short- and long-term memory for repetitive tasks is the Checklist. We love checklists in aviation! To avoid missing important steps, always use the appropriate checklists. In fact, consistent adherence to approved checklists is a sign of a disciplined and competent pilot.

Incorrect

Points earned: 0 out of 1

Q37) (Refer to FAA-CT-8080-2H, Figure 65, Item G.) What does the sign with a yellow background and four black lines (two solid, two broken) on a taxiway signify?

- A. A taxiway location.
- B. The end of a taxiway (Your Answer)(Incorrect)
- C. A runway boundary. (Correct)

Explanation: These lines indicate where an aircraft should hold short of a runway or another taxiway intersection.

Incorrect

Points earned: 0 out of 1

Q38) Which is the correct traffic pattern departure procedure to use at an airport?

- A. Depart in any direction consistent with safety, after crossing the airport boundary.
- B. Make all turns to the left. (Your Answer)(Incorrect)
- C. Comply with any FAA traffic pattern established for the airport. (Correct)

Explanation: This question is a little unfair, because in a normal traffic pattern, all turns are made to the left unless otherwise specified. That said, not all airports are "normal" and sometimes other directions are specified, so this is a great example of how, as a drone pilot, you'll always want to

consult the Chart Supplement to get the most in-depth and up-to-date information about an airport, including traffic patterns.

Correct

Points earned: 1 out of 1

Q39) Hyperventilation can lead to

- A. A lack of oxygen
- B. Profuse sweating
- C. Light-headedness (Your Answer)(Correct)

Explanation:Hyperventilation is when you suddenly start breathing very quickly and exhale more than you inhale, leading to an abnormal loss of carbon dioxide from the blood. This can lead to lightheadedness, tingling in your fingers and even fainting. Hyperventilation can occur when you feel fear, stress, panic, anxiety, nervousness or anger.

Correct

Points earned: 1 out of 1

Q40) (Refer to Figure 81) What's the UNICOM frequency at Crawford airport?

- A. 117.1
- B. 122.8 (Your Answer)(Correct)
- C. 122.9

Explanation:Figure 81 is a Chart Supplement, which shows more detailed information about an airport. You'll find the UNICOM frequency in the Communications section.

Correct

Points earned: 1 out of 1

Q41) Who holds the responsibility to ensure all crewmembers who are participating in the operation are not impaired by drugs or alcohol?

- A. Remote Pilot in Command (Your Answer)(Correct)
- B. Contractor
- C. Site supervisor

Explanation:It goes without saying that drinking alcohol correlates directly with performance deterioration. Even in small amounts, alcohol can decrease the speed and strength of your muscular reflexes, affect coordination, and lessen the efficiency of your eye movements. It is the responsibility of the Remote Pilot in Command to ensure all crewmembers who are participating in the operation are not impaired by drugs or alcohol.

Correct

Points earned: 1 out of 1

- Q42) (Refer to Figure 69.) What is the ATIS frequency at Corpus Christi Intl airport (CRP), and what is ATIS used for?
- A. 119.4, and ATIS is a nongovernment air/ground radio communication station which may provide airport information at public use airports where there's no tower or FSS
 - B. 126.8, and ATIS is a continuous broadcast of recorded aeronautical information in busier airports (Your Answer)(Correct)
 - C. 122.95, and ATIS is a continuous broadcast of recorded aeronautical information in busier airports

Explanation: ATIS broadcasts, which are typically broadcast over a discrete very high frequency (VHF) radio frequency, contain essential information, such as weather information, active runways, available approaches, NOTAM, and any other information required by the pilots. Pilots listen to ATIS broadcast information before contacting the local air traffic controller, in order to reduce the controllers' workload and to prepare their flight. After locating the Corpus Christi Intl airport (CRP) icon on the chart, look for the airport information text next to the icon. Remember that in the testing supplement legend, you're actually being told exactly where a lot of information is on the Sectional Chart. In this case, if we want to find the ATIS frequency, we can consult the legend. Looking back at Figure 69, the ATIS frequency at Corpus Christi Intl airport (CRP) is 126.8.

Incorrect

Points earned: 0 out of 1

- Q43) If the outside air temperature (OAT) at a given altitude is warmer than standard, the density altitude is
- A. lower than pressure altitude. (Your Answer)(Incorrect)
 - B. higher than pressure altitude. (Correct)
 - C. equal to pressure altitude.

Explanation: At sea level, standard air temperature is 15° C (59° F), and standard air pressure is 29.92" Hg, or inches of mercury (1013 millibars). At these standard conditions, density altitude and pressure altitude will be equal to each other. If the outside air temperature is warmer than standard air temperature, then the density altitude will be higher than pressure altitude.

Correct

Points earned: 1 out of 1

- Q44) (Refer to Figure 78) Identify the airspace over Onawa airport (K36).
- A. Class G airspace - surface up to but not including 18,000 feet MSL.
 - B. Class G airspace - surface up to but not including 700 feet MSL, Class E airspace - 700 feet to 14,500 feet MSL.
 - C. Class G airspace - surface up to but not including 1,200 feet AGL, Class E airspace - 1,200 feet AGL up to but not including 18,000 feet MSL. (Your Answer)(Correct)

Explanation: Onawa airport (K36) airport sits in Class G airspace. The thing to remember in this question is that while the airport sits in Class G airspace, how high does that Class G airspace go up to? Where does it turn into Class E airspace? Remember that unless it is marked otherwise, Class E airspace usually starts at 1,200 ft. AGL.

Correct

Points earned: 1 out of 1

Q45) (Refer to FAA-CT-8080-2H, Figure 21, Area 1.) After receiving authorization from ATC to operate a small UA near Minot International airport (MOT) while the control tower is operational, which radio communication frequency could be used to monitor manned aircraft and ATC communications?

- A. UNICOM 122.95
- B. ASOS 118.725
- C. CT-118.2 (Your Answer)(Correct)

Explanation: The radio frequency that sUAS operators can tune into to listen to manned aircraft chatter from incoming or outgoing pilots is called the Common Traffic Advisory Frequency (CTAF). The CTAF frequency is always going to be to the left of the circle C icon. After locating the Minot International airport (MOT) icon on the chart, look for the airport information text next to the icon. Remember that in the testing supplement legend, you're actually being told exactly where a lot of information is on the Sectional Chart. In this example, the CTAF is 118.2, which also happens to be the Control Tower frequency. That's why you're seeing "CT" in the answer choice instead of "CTAF."

Correct

Points earned: 1 out of 1

Q46) What may be used to assist compliance with Part 107 sUAS see-and-avoid requirements?

- A. First-person view camera
- B. Remote PIC diligence (Your Answer)(Correct)
- C. Binoculars

Explanation: To comply with See and Avoid requirements, a Remote PIC cannot use a first-person view camera or binoculars to assist. Only a Remote PIC's diligence, or own natural unaided eyesight efforts (glasses and contacts are OK) can be used.

Correct

Points earned: 1 out of 1

Q47) The outer rings of Class C airspace are typically a:

- A. 5 NM radius from the airport
- B. 10 NM radius from the airport (Your Answer)(Correct)
- C. 20 NM radius from the airport

Explanation: Although Class C airspace can be different airport to airport, it generally consists of a 5 NM radius core surface area that extends from the surface up to 4,000 feet above the airport elevation, and a 10 NM radius shelf area (outer ring) that extends no lower than 1,200 feet up to 4,000 feet above airport elevation.

Correct

Points earned: 1 out of 1

Q48) (Refer to FAA-CT-8080-2H, Figure 26, area 4.) You have been hired to inspect the tower under construction at 46.9N and 98.6W, near Jamestown Regional (JMS). What must you receive prior to flying your unmanned aircraft in this area?

- A. Authorization from the military.
- B. Authorization from ATC. (Your Answer)(Correct)
- C. Authorization from the National Park Service.

Explanation: Prior to operation in Class B, C, D, or Surface Area E, remote pilots must have an approved airspace authorization from air traffic control (ATC).

Correct

Points earned: 1 out of 1

Q49) If an sUAS and a larger airship were converging, which aircraft should give way / yield?

- A. The sUAS (Your Answer)(Correct)
- B. The airship
- C. Both should alter their paths to the right

Explanation: When it comes to other aircraft you might encounter, from helicopters to gliders, powered parachutes, and balloons, your sUAS should yield right of way.

Correct

Points earned: 1 out of 1

Q50) Who is responsible for collision avoidance in a Military Operations Area (MOA)?

- A. Each pilot (Your Answer)(Correct)
- B. ATC controllers
- C. Military controllers

Explanation: Each pilot is responsible for collision avoidance in a Military Operations Area (MOA).

Correct

Points earned: 1 out of 1

Q51) The recommended entry position to an airport traffic pattern is

- A. 45° to the base leg just below traffic pattern altitude.
- B. to enter 45° at the midpoint of the downwind leg at traffic pattern altitude. (Your Answer)(Correct)
- C. to cross directly over the airport at traffic pattern altitude and join the downwind leg.

Explanation: The recommended entry position to an airport traffic pattern is to enter 45° at the midpoint of the downwind leg at traffic pattern altitude.

Correct

Points earned: 1 out of 1

- Q52) According to 14 CFR Part 107, the responsibility to inspect the small unmanned aircraft system (sUAS) to ensure it is in a safe operating condition rests with the:
- A. remote pilot-in-command. (Your Answer)(Correct)
 - B. visual observer.
 - C. owner of the small UAS.

Explanation: Under Part 107, an sUAS must be maintained in a condition for safe operation. And that responsibility lies with the remote pilot-in-command, who should conduct a check of the sUAS and verify that it is in fact in a condition for safe operation prior to each and every flight.

Correct

Points earned: 1 out of 1

- Q53) Which basic flight maneuver increases the load factor on an airplane as compared to straight-and-level flight?
- A. Climbs
 - B. Turns (Your Answer)(Correct)
 - C. Stalls

Explanation: When operating an unmanned airplane, the remote pilot should consider that the load factor on the wings may be increased any time the airplane is subjected to maneuvers other than straight-and-level flight.

Correct

Points earned: 1 out of 1

- Q54) Properly maintaining your LiPo batteries can increase their useful life by 3 to 4 times, saving you a lot of money throughout the course of your career as a remote PIC. Proper maintenance includes:
- A. Storing batteries together in a plastic bag
 - B. Ignoring a bulging battery case
 - C. Avoiding subjecting the battery to moderate or extreme cold temperatures. (Your Answer)(Correct)

Explanation: "Ignoring a bulging battery case" is the exact opposite of what you'll want to do, and "Storing batteries together in a plastic bag" sounds helpful, but remember that it's a best practice to store LiPo batteries in a safety bag or fire-proof container like a metal ammo box.

Incorrect

Points earned: 0 out of 1

- Q55) The effective use of all available resources—human, hardware, and information—prior to and during flight to ensure the successful outcome of the

operation is called:

- A. Risk Management
- B. Crew Resource Management (Correct)
- C. Safety Management System (Your Answer)(Incorrect)

Explanation: The definition of Crew Resource Management (CRM) is “the effective use of all available resources—human, hardware, software and information—prior to and during flight to ensure the successful outcome of the operation.

Correct

Points earned: 1 out of 1

Q56) Why is frost considered hazardous to sUAS operations?

- A. Frost decreases lift capacity by changing the aerodynamic shape of the propellers.
- B. Frost decreases lift capacity by spoiling the smooth flow of air over the propellers. (Your Answer)(Correct)
- C. Frost increases control effectiveness by slowing the airflow.

Explanation: Frost is considered hazardous to sUAS operations because it spoils the smooth flow of air over the propellers or wings and makes it harder for the aircraft to generate lift. Frost decreases the lift capacity of the aircraft. Frost does not change the basic aerodynamic shape of the wing, but the roughness that even a very thin layer of frost creates on an aircraft's propellers or wings will drastically impact your aircraft's performance.

Correct

Points earned: 1 out of 1

Q57) (Refer to FAA-CT-8080-2H, Figure 26, area 2.) While monitoring the Cooperstown CTAF you hear an aircraft announce that they are midfield left downwind to RWY 13. Where would the aircraft be relative to the runway?

- A. The aircraft is East. (Your Answer)(Correct)
- B. The aircraft is South.
- C. The aircraft is West.

Explanation: You don't need to reference the chart to answer this question. It's a red herring and meant to throw you off. Runway 13 is positioned toward 130 degrees, or southeast. This means airplanes will be taking off and landing toward the southeast. In a normal left-hand traffic pattern, if a plane is midfield left downwind RWY 13, it means that the plane is flying parallel to the runway, in the opposite direction (downwind) of the runway, so in this case 310 degrees, or northwest. If the plane is "left downwind" it means that the runway is to the plane's left. So knowing all of this, if you chart / sketch it out, the plane is to the east of the runway.

Correct

Points earned: 1 out of 1

Q58) (Refer to Figure 74) Where should you look to find out whether or not you're

allowed to operate in R-2531?

- A. Chart Supplements (formerly Airport/Facility Directory)
- B. By communicating with the nearest ATC or airport manager
- C. On the Sectional Chart (Your Answer)(Correct)

Explanation:R-2531 is a Restricted Area. More information about Restricted Areas can be found on the border of a Sectional Chart. You'll see information like the number of the Restricted Area, the operating altitude and time of use, the radio frequency and the controlling agency / contact facility that manages the area.

Correct

Points earned: 1 out of 1

Q59)

You see a manned aircraft in the distance while flying your drone at night. On the left, you're seeing a green light. On the right, you're seeing a red light. Which direction is the aircraft headed?

- A. it depends how bright the lights are
- B. it's heading towards you (Your Answer)(Correct)
- C. it's heading away from you

Explanation:Manned aircraft have a red light on the left wing and a green light on the right wing, the rear of the aircraft features a white light. If the green light is on your left, the aircraft is heading towards you.

Correct

Points earned: 1 out of 1

Q60) Unmanned aircraft means an aircraft operated:

- A. For hobby and recreational use when not certificated
- B. Without the possibility of direct human intervention from within or on the aircraft (Your Answer)(Correct)
- C. During search and rescue operations other than public

Explanation:An 'unmanned' aircraft is one that's being operated without direct human intervention from either inside or on the aircraft.