FAA Practice Exam - Unlimited Attempts

Report Summary

Name	:	**Neil Harman**
Your Score	:	47 out of 60 (78.33%)
Correct Answers	:	47 Questions
Incorrect Answers	:	13 Questions
Unanswered	:	0 Questions
Time Taken	:	35 mins 52 secs
Date	:	Aug 07, 2025
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Topic Result

Night Operations: 2 / 4 Points (50%)
Drone Flight Operations: 8 / 8 Points (100%)
Drone Rules and FAA Regulations: 7 / 8 Points (87.5%)
National Airspace System (NAS): 8 / 10 Points (80%)
Reading Sectional Charts: 6 / 10 Points (60%)
UAS Loading and Performance: 4 / 5 Points (80%)
Weather and Micrometeorology: 3 / 5 Points (60%)
Airport Operations: 9 / 10 Points (90%)

Your Answers

Incorrect Points earned: 0 out of 1

Q1) You have received an outlook briefing from flight service through 1800wxbrief.com. The briefing indicates you can expect a low-level temperature inversion with high relative humidity. What weather conditions would you expect?

A. Smooth air, poor visibility, fog, haze, or low clouds. (Correct)

B. Light wind shear, poor visibility, haze, and light rain.

C. Turbulent air, poor visibility, fog, low stratus type clouds, and showery precipitation. (Your Answer)(Incorrect)

Explanation:A temperature inversion exists where there is an increase in temperature as altitude is increased. The air is stable, so you can expect smooth air and poor visibility due to fog, haze,

or low clouds. The most frequent type of ground-based inversion is that produced by terrestrial radiation on a clear, relatively still night.

Incorrect

Points earned: 0 out of 1

Q2) (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. (Your Answer)(Incorrect)

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. (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

Q3) How do you know when you are physically and mentally prepared to fly?

A. Go get a physical examination from a doctor

B. PAVE model (Your Answer)(Correct)

C. Get pre-authorization clearance from the Medical Aviation Examiners Board

Explanation:Remember, as a remote pilot-in-command, you have the final responsibility for determining whether you (or a crewmember) is fit to fly. The "P" in the PAVE model stands for "Pilot-in Command." More specifically, remember to ask yourself, "Am I healthy for flight and what are my personal limitations based upon my experience operating this sUAS?" During this step, you can use the IMSAFE checklist in order to perform a more in-depth evaluation.

Correct

Points earned: 1 out of 1

Q4) In which incident would a Remote PIC report an accident?

A. $600 in damage to a fence that has a fair market value of $200

B. $700 in damage to a car that has a fair market value of $14,000 (Your Answer)(Correct)

C. The $1,200 UA is totaled

Explanation:As a Remote PIC, you are required to report a qualifying accident to the FAA within 10 days. This is really important. According to the FAA, an accident is defined as: At least serious injury to any person. By serious, they mean injuries like a loss of consciousness, a skin laceration that requires suturing, a broken bone, or head trauma. Damage to any property (other than the small UA) if the cost is greater than $500 to either repair or to replace the property, whichever number is lower. If either of these two conditions is met, the accident report must be made within 10 calendar days of the operation that created the injury or damage. It can either be submitted

electronically at https://faadronezone.faa.gov/, by calling your FAA Regional Operations Center (ROC) or by calling or visiting your nearest jurisdictional Flight Standards District Office (FSDO).

Incorrect

Points earned: 0 out of 1

Q5) In a METAR report, what does “BR” indicate?

A. Broken clouds (Your Answer)(Incorrect)

B. Mist (Correct)

C. Brown

Explanation:"Please know that you 1) you won’t be able to bring in the METAR / TAF glossary we include in this course with you into the Aeronautical Knowledge Test; but that 2) you do not need to memorize everything that’s in this glossary. We’ve included everything as a means of being thorough, but here are the codes that we specifically want to call out. These are the ones that tend to show up. BKN = broken OVC = overcast BR = mist SH = showers RA = rain"

Correct

Points earned: 1 out of 1

Q6) Getting into a state of over-breathing where you're exhaling more than you inhale is known as:

A. Hyperventilation (Your Answer)(Correct)

B. Hypoventilation

C. Hypoxemia

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

Q7) When using a small UA in a commercial operation, who is responsible for briefing the participants about emergency procedures?

A. The FAA inspector-in-charge.

B. The lead visual observer.

C. The remote PIC. (Your Answer)(Correct)

Explanation:As a remote PIC, you are ultimately responsible for briefing the participants--your clients, your crew members, other ground-based crew, etc.--about emergency procedures.

Correct

Points earned: 1 out of 1

Q8) (Refer to Figure 75.) You've been asked to fly your UA to inspect a bridge being built in the southernmost part of Gila Bend.

A. You need permission from the FAA to operate here. (Your Answer)(Correct)

B. You don't need permission from the FAA to fly below 400 ft. AGL

C. You don't need permission from the FAA to fly below 700 ft. AGL

Explanation:Gila Bend is a city, where the small yellow tinted area indicates the populated portion of the city. See how the bottommost part of the city sits in Class D controlled airspace? You'd need permission to operate here.

Correct

Points earned: 1 out of 1

Q9) Your surveying company is a title sponsor for a race team at the Indianapolis 500. To promote your new aerial surveying department, you decide to video part of the race using a small UA. The FAA has issued a Temporary Flight Restriction (TFR) for the race in the area you plan to fly. In this situation:

A. You may fly your drone in the TFR since your company is sponsoring a team at the race.

B. The TFR applies to all aircraft; you may not fly in the area without a Certificate of Waiver or Authorization. (Your Answer)(Correct)

C. Flying your drone is allowed if you notify all non-participating people of the closed course UA operation.

Explanation:A Temporary Flight Restriction (TFR) is a restriction on an area of airspace due to the movement of government VIPs, special events, natural disasters, or other unusual events. TFRs apply to both manned and unmanned aircraft. Flights conducted for operational purposes of any event, stadium or venue and broadcast coverage for the broadcast rights holder are authorized with an approved airspace waiver.

Correct

Points earned: 1 out of 1

Q10) The temperature and dew point are each forecasted to be 10°C. What weather should you expect?

A. Strong winds

B. Freezing rain

C. Fog or low clouds (Your Answer)(Correct)

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

Q11) Density altitude is defined by

A. humidity and braking friction forces.

B. headwind and landing weight.

C. pressure altitude corrected for nonstandard temperature. (Your Answer)(Correct)

Explanation:Density altitude is the altitude relative to the standard atmosphere conditions at which the air density would be equal to the indicated air density at the place of observation. Those standard conditions include pressure altitude and ambient temperature.

Correct

Points earned: 1 out of 1

Q12) (Refer to Figure 26, area 4.) A farmer wants you to fly a UAV over the land 3NM SE of Jamestown Rgnl (JMS) airport. What is the airspace?

A. Class G

B. Class D

C. Class E (Your Answer)(Correct)

Explanation:After identifying where Jamestown Rgnl (JMS) airport sits, use the distance scale at the bottom of the chart excerpt to measure 3NM southeast of the airport icon. You should notice that you're still sitting within the magenta dotted lines, which indicates Class E airspace that starts at the surface.

Correct

Points earned: 1 out of 1

Q13) 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!

Incorrect

Points earned: 0 out of 1

Q14) When operating an aircraft, the Remote PIC is responsible for using

A. weight and balance data from the manufacturer. (Correct)

B. the most current weight and balance data. (Your Answer)(Incorrect)

C. the weight and balance data of the last monthly inspection.

Explanation:Before any flight, the remote PIC should verify that the aircraft is correctly loaded by determining the aircraft's weight and balance (W&B) condition. It goes without saying that you don't want to exceed any of the W&B limitations as described by your UA manufacturer. Although a maximum gross takeoff weight may be specified in your UA flight manual, your unmanned aircraft may not always be able to safely take off with this load under all conditions.

Correct

Points earned: 1 out of 1

Q15) (Refer to FAA-CT-8080-2H, Figure 25, Area 3.) The floor of Class B airspace at Dallas Executive (RBD) is

A. at the surface

B. 3,000 feet MSL (Your Answer)(Correct)

C. 3,100 feet MSL

Explanation:Dallas Executive (RBD) sits in Class D airspace from the surface up to 3,000 ft. MSL (blue-dashed lines), and then at 3,000 ft. MSL, it becomes Class B airspace. We know this because of the 110/30 fraction next to the airport icon. This indicates that in this closed-off part of the blue solid Class B lines, this particular area of Class B airspace starts at 3,000 ft. MSL and goes up to 11,000 ft. MSL.

Correct

Points earned: 1 out of 1

Q16) The refusal of a remote PIC to submit to a blood alcohol test when requested by a law enforcement officer

A. is grounds for suspension of revocation of their remote pilot certificate. (Your Answer)(Correct)

B. can be delayed for a period up to 8 hours after the request.

C. has no consequences to the remote pilot certificate.

Explanation:You can lose your remote pilot certificate and/or not be allowed to apply for a certificate in the first place for up to one year if there's been any recent federal or state alcohol or drug violations. That includes refusing to submit to a blood alcohol test.

Correct

Points earned: 1 out of 1

Q17) (Refer to Figure 20, Area 2.) What radio communications frequency should you tune into to hear manned aircraft announcing their approach to Chesapeake Rgnl (CPK)?

A. Multicom 122.9

B. UNICOM 123.075 (Your Answer)(Correct)

C. AWOS 123.675

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 Chesapeake Rgnl (CPK) airport 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. And don't get thrown off — the UNICOM frequency is the same as the CTAF at this airport. That's why the correct answer choice has UNICOM instead of CTAF in it. Tricky, tricky.

Correct

Points earned: 1 out of 1

Q18) (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

Q19) (Refer to Figure 80.) What is the highest terrain elevation in the general area north of Montrose Rgnl (MTJ)?

A. 5,759 ft. MSL

B. 11,396 ft. MSL

C. 11,700 ft. MSL (Your Answer)(Correct)

Explanation:Let me start by saying that we're not a huge fan of this question. It's poorly worded and good example of an unnecessarily unfair question that you might see on your test. The first step is pretty straightforward — locate the magenta Montrose Rgnl (MTJ) airport icon. It looks like two runways, angled up against each other. If you look at the Airport Information section (the magenta text just NW of the airport icon), you'll see the number 5759. That's one of our answer choices, but this number is in reference to the Montrose Rgnl (MTJ) airport sitting at an MSL altitude of 5,759 ft. This has nothing to do with terrain elevation. So you can throw that answer choice out. Another answer choice is 11,396 ft. MSL. And at first glance, this feels like the most right answer. In the northeast part of the quadrant that Montrose Rgnl (MTJ) sits in, you see a small black dot and the number 11396, which is the MSL altitude of that natural part of the map. You can look at the topography and see that we're looking at a kind of mountain peak. And if we read the question, it's asking about highest "terrain elevation," so many of our students choose this answer. It's the highest number we see in the entire quadrant. But apparently, what the FAA is asking us for here is not really the "highest terrain elevation." They're asking us about the Maximum Elevation Figure (MEF). Remember that the MEF is 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 the quadrant that Montrose Rgnl (MTJ) sits in, you see a big number 11, and a little number 7. The large number represents thousands of feet MSL. The small number represents hundreds of feet MSL. So that's where we are getting 11,700 ft. MSL.

Correct

Points earned: 1 out of 1

Q20) 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

Q21) (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

Q22) 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

Q23) 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.

Incorrect

Points earned: 0 out of 1

Q24) (Refer to FAA-CT-8080-2H, Figure 21, area 2.) Which airport is located at approximately 47°34'30"N latitude and 100°44'00"W longitude?

A. Turtle Lake (Your Answer)(Incorrect)

B. Makeeff (Correct)

C. Johnson

Explanation:First, you need to establish a reference point for both latitude and longitude. In Figure 21, the only measurements being shown are in the upper middle part of the chart, where you see a line of latitude that's 48° and a line of longitude that's 101°. To get from 48° to 47°34'30", we'll be moving 26 notches down. The line below 48° is 47°30', because remember that these lines are always 30 minutes apart from each other, and that as we move south, or toward the equator, the numbers go down. So you can either count down 26 notches from the 48° line, or you can count up 4 notches from the 47°30' line. Also remember that you can ignore the last measurement (third number) of 30 seconds. It's too small of a number / distance to matter on a Sectional Chart and, if anything, is only included in the question to throw you off. To get from 101° to 100°44'00", we'll be moving 16 notches to the right, because remember that as we move to the right (east), or toward the Prime Meridian, the numbers are going down. Again, you can ignore the last measurement (third number) of 00 seconds. At this point, you should be able to determine that Makeeff Airport lies at 47°34'30"N latitude and 100°44'00"W.

Correct

Points earned: 1 out of 1

Q25) Which aircraft has the right-of-way over all other air traffic?

A. A balloon.

B. An aircraft in distress. (Your Answer)(Correct)

C. An aircraft on final approach to land.

Explanation:An aircraft in distress always has the right of way over all other air traffic.

Correct

Points earned: 1 out of 1

Q26) You have your Remote Pilot Certificate and want to fly with another pilot whose certificate has expired. You plan to use a buddy box system. How does this work?

A. There is one control system, and you're positioned close enough to the pilot where you can take control within 30 seconds.

B. Each pilot has his or her own control system, and you have the ability to override controls. (Your Answer)(Correct)

C. Each pilot has his or her own control station. The PIC with the expired certificate is controlling the UA, and you are assisting with your own control station.

Explanation:Even if you don't have a Remote Pilot Certificate, you can operate an sUAS under Part 107 as long as you are being directly supervised by a remote PIC who has met the recurrent testing/training requirement; and the remote PIC has the ability to immediately take direct control of the sUAS. The ability for the remote PIC to immediately take over the flight controls may be achieved by using a number of different methods. The "buddy box" method utilizes one cord that connects two different control stations / remote controls / transmitters. One operated by the person manipulating the flight controls (the student), the other operated by the remote PIC, who can immediately override the other control station with the flip of a switch (the master).

Correct

Points earned: 1 out of 1

Q27) What should a pilot do when recognizing a thought as hazardous?

A. Correct this hazardous thought by making a thorough risk assessment.

B. Label the thought as hazardous and then correct that thought by stating the corresponding antidote. (Your Answer)(Correct)

C. Avoid allowing this hazardous thought to develop.

Explanation:The first step toward neutralizing a hazardous thought is to recognize it. Then, you label it. Finally, you prescribe the appropriate antidote.

Correct

Points earned: 1 out of 1

Q28) 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).

Incorrect

Points earned: 0 out of 1

Q29) (Refer to FAA-CT-8080-2H, Figure 75) Where should you look to get additional information on R-2305?

A. Chart Supplements (formerly Airport/Facility Directory) (Your Answer)(Incorrect)

B. By communicating with the nearest ATC or airport manager

C. On the Sectional Chart (Correct)

Explanation:R-2305 is a Restricted Area. More information about Restricted Areas can be found on the border of a Sectional Chart.

Incorrect

Points earned: 0 out of 1

Q30) (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 (Correct)

C. 122.95, and ATIS is a continuous broadcast of recorded aeronautical information in busier airports (Your Answer)(Incorrect)

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.

Correct

Points earned: 1 out of 1

Q31) If a pilot is landing an airplane on a northwest heading, what could the Runway number be?

A. 04

B. 14

C. 32 (Your Answer)(Correct)

Explanation:If a pilot is landing an airplane on a northwest heading, that means that the airplane is coming in on a heading of anywhere between 290 and 340 degrees. Runway 32 is the most accurate answer since it falls within that range.

Correct

Points earned: 1 out of 1

Q32) One of the purposes for issuing a temporary flight restriction (TFR) is to

A. announce inclement weather.

B. identify airport advisory areas.

C. protect public figures. (Your Answer)(Correct)

Explanation:A Temporary Flight Restriction (TFR) is a restriction on an area of airspace due to the movement of government VIPs, special events, natural disasters, or other unusual events. TFRs apply to both manned and unmanned aircraft. On any given day, there are typically several TFRs in place across the National Airspace System (NAS). Most are small in scope with a small effect on typical aviation operations. However, some TFRs do have a significant restrictive impact on general and business aviation. The most common of these are VIP TFRs, which are issued in association with the movements of the President and the Vice President. Not quite as common are special event TFRs, such as those established each year in association with the Super Bowl or the UN General Assembly.

Correct

Points earned: 1 out of 1

Q33) If an overweight plane makes a turn, what is likely to happen?

A. The plane will stall. (Your Answer)(Correct)

B. The plane will spin or roll.

C. The plane's maneuverability will increase.

Explanation:When you have a plane that’s overloaded, there are a number of performance deficiencies you can expect. When an overloaded plane makes a turn, the critical angle of attack is exceeded, and a stall can occur.

Correct

Points earned: 1 out of 1

Q34) The categories and their respective restrictions for operations over people at night

A. Only apply to daylight operations

B. Are only applicable when flying over crewmembers at night

C. Do not change due to conditions of night. (Your Answer)(Correct)

Explanation:The categories and their respective restrictions for operations over people do not change due to conditions of night. The risk mitigation measures apply equally to day and night operations when operating over people.

Correct

Points earned: 1 out of 1

Q35) The most critical conditions of launch performance are the result of some combination of high gross weight, altitude, temperature, and

A. guy wires

B. unfavorable wind (Your Answer)(Correct)

C. obstacles surrounding the launch site

Explanation:The most critical condition of sUAS launch and flight performance is the result of

altitude, temperature, wind, and weight / center of gravity of the aircraft.

Correct

Points earned: 1 out of 1

Q36) 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.

Incorrect

Points earned: 0 out of 1

Q37) Hyperventilation can lead to

A. A lack of oxygen (Your Answer)(Incorrect)

B. Profuse sweating

C. Light-headedness (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

Q38) An extreme case of a pilot getting behind the aircraft can lead to the operational pitfall of

A. loss of situational awareness. (Your Answer)(Correct)

B. loss of workload.

C. internal stress.

Explanation:Situational awareness describes the accurate perception and understanding of all the factors and conditions that affect safety before, during, and after flight. An extreme case of a pilot being overtaxed, or "getting behind the aircraft," can lead to the operational pitfall of loss of situational awareness. Getting behind the aircraft is an expression that simply means losing your situational awareness and mental control, where the aircraft kind of gets ahead of you, so to speak.

Correct

Points earned: 1 out of 1

Q39) (Refer to Figure 25, area 2.) The control tower frequency for Addison Airport is

A. 122.95 MHz.

B. 126.0 MHz. (Your Answer)(Correct)

C. 133.4 MHz.

Explanation:After locating the Addison airport 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 control tower frequency, we can consult the legend. The control tower frequency is always going to be to the right of the CT text. In the legend section above, the CT frequency is 118.3. In this question, the CT frequency at Addison airport is 126.0 MHz.

Incorrect

Points earned: 0 out of 1

Q40) A pilot is using Runway 22 to take off. Which direction is the airplane headed?

A. Southeast

B. Southwest (Correct)

C. Northeast (Your Answer)(Incorrect)

Explanation:Runway 22 is positioned toward 220 degrees, meaning that when airplanes are taking off or landing, they're doing so at a heading of 220 degrees. When looking at a compass, a heading of 220 degrees is southwest.

Correct

Points earned: 1 out of 1

Q41) (Refer to Figure 23.) What does a restricted area like R-3005C mean?

A. Unusual, often invisible, hazards to aircraft like artillery firing, aerial gunnery, or guided missiles. (Your Answer)(Correct)

B. High-speed military training that requires unexpected maneuvers

C. Unusual type of aerial activity like a high volume of flight training

Explanation:Restricted areas are areas where flight operations are hazardous to nonparticipating aircraft and contain airspace within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. In a restricted area, you might find unusual, often invisible, hazards to aircraft like artillery firing, aerial gunnery, or guided missiles. Drone pilots can fly in Restricted areas, but you would need to contact the controlling agency in charge of the area for specific permission.

Correct

Points earned: 1 out of 1

Q42) (Refer to FAA-CT-8080-2H, Figure 24, Area 3, and Legend 1.) For information about the parachute operations at Tri-County Airport, refer to

A. Notes on the border of the chart.

B. Chart Supplements U.S. (Your Answer)(Correct)

C. The Notices to Airmen (NOTAM) publication.

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.

Incorrect

Points earned: 0 out of 1

Q43) Which visual illusion is at play when a pilot overestimates their altitude and descent angle causing them to land short of the runway or crash into the ground?

A. Size-Distance Illusion (Your Answer)(Incorrect)

B. Fascination (Fixation)

C. Black Hole Illusion (Correct)

Explanation:The "black-hole approach" is a challenging night-time landing scenario over water or unlit terrain, where only runway lights are visible. This can cause visual illusions, making it hard for pilots to judge the runway's position and orientation accurately, often leading to a perception of a sloped runway or a risk of landing short. In such cases, especially with UAVs, pilots should consider a go-around to avoid misjudging the landing.

Correct

Points earned: 1 out of 1

Q44) When flying HAWK N666CB, the proper phraseology for initial contact with McAlester Flight Service is

A. McAlester Flight Service Station, Hawk Six Six Six Charlie Bravo, Receiving Ardmore Vortac, Over.'

B. McAlester Station, Hawk Six Six Six Cee Bee, Receiving Ardmore Vortac, Over.'

C. McAlester Radio, Hawk November Six Six Six Charlie Bravo, Receiving Ardmore Vortac, Over.' (Your Answer)(Correct)

Explanation:Remember that there are different types of facilities, and that each facility will be addressed a little differently over the radio. In this case, Flight Service is always referred to as Radio, so that's why the correct answer choice needs to start with McAlester Radio. Another giveaway here is that the N in the N-number of N666CB will be pronounced November.

Correct

Points earned: 1 out of 1

Q45) Which statement about longitude and latitude is true?

A. Lines of longitude are parallel to the Equator.

B. Lines of longitude cross the Equator at right angles. (Your Answer)(Correct)

C. The 0° line of latitude passes through Greenwich, England.

Explanation:Lines of longitude run from the North Pole to the South Pole, crossing the Equator at right angles. They measure positions east and west of the Prime Meridian.

Incorrect

Points earned: 0 out of 1

Q46) (Refer to Figure 25, area 8.) What airspace would you be operating in if flying at the maximum allowable altitude while inspecting the towers 9 statute miles SW of Dallas Executive airport (RBD)?

A. Class D (Your Answer)(Incorrect)

B. Class E (Correct)

C. Class G

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 Dallas Executive airport is located. 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, the height of the towers 9 statute miles SW of Dallas Executive Airport (RBD) is 2,549 ft. MSL / 1,731 ft. AGL. If you're flying "at the maximum allowable altitude," you'd be flying 2,549 ft. MSL + 400 ft., or 2,949 ft. MSL. In AGL, you'd be flying 1,731 ft. AGL + 400 ft., or 2,131 ft. AGL. So, is there controlled airspace at this height? There's no Class D or Class E at surface airspace being indicated where the tower sits, so let's look to the blue solid lines indicating Class B airspace. In this closed-off part of Class B airspace, we see a fraction that says 110/30, meaning that the Class B controlled airspace doesn't start until 3,000 ft. MSL. But at 2,949 ft. MSL, you're flying about 50 ft. below that, so you're not in Class B. Remember that coming up from the surface unless it's otherwise marked, you have Class G uncontrolled airspace going up to either 700 ft. AGL or 1,200 ft. AGL. Then you have Class E controlled airspace. So when you're flying at 2,949 ft. MSL / 2,131 ft. AGL, you're in Class E. Remember that the airspace classes can stack on top of each other! So in this case, from the surface, it's Class G, then E, then B. This is one of the trickiest questions in our program.

Correct

Points earned: 1 out of 1

Q47) Identify the hazardous attitude or characteristic a remote pilot displays while taking risks in order to impress others?

A. Impulsivity

B. Invulnerability

C. Macho (Your Answer)(Correct)

Explanation:Machismo (or Macho) is a hazardous attitude that describes remote pilots who are always trying to prove that they are better than everyone else are thinking, "I can do it – I'll show them." Pilots with this type of attitude will try to prove themselves by taking risks in order to impress others. And no, this is not just a male characteristic! Women are equally susceptible to macho attitudes. Many times, the basic drive for a pilot to demonstrate the "right stuff" can have an adverse effect on safety, by generating tendencies that lead to practices that are dangerous, often illegal, and may lead to a mishap.

Incorrect

Points earned: 0 out of 1

Q48) (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

Q49) (Refer to FAA-CT-8080-2H, Figure 21.) One difference between the Minot airport and the Garrison airport is that

A. the Minot airport is public, but the Garrison airport is private

B. the Minot airport has a hard-surfaced runway 1500 ft. to 8069 ft. in length, but the Garrison airport has a hard-surface runway greater than 8069 ft.

C. the Minot airport has a control tower, but the Garrison airport does not have a control tower (Your Answer)(Correct)

Explanation:Since the Minot airport icon is blue in color, we know that it has a control tower, and that because the Garrison airport icon is magenta in color, it does not have a control tower. We know this because in the Sectional Aeronautical Chart Legend, it tells us.

Correct

Points earned: 1 out of 1

Q50

) (Refer to FAA-CT-8080-2H, Figure 20, Area 4.) A small UA is being launched 2 NM northeast of the town of Hertford. What is the height of the highest obstacle?

A. 399 feet MSL

B. 500 feet MSL

C. 500 feet AGL (Your Answer)(Correct)

Explanation:Once you find Hertford — you'll see the text on the chart, as well as yellow shading which indicates population density — use the scale at the bottom of the Sectional Chart excerpt to measure 2 NM northeast. You'll see a few different tower icons...the highest one is either 514 ft. MSL or 500 ft. AGL. Since the AGL choice is being offered as an answer, that's the correct one.

Correct

Points earned: 1 out of 1

Q51) What designated airspace associated with an airport becomes inactive when the control tower at that airport is not in operation?

A. Class D, which then becomes Class G.

B. Class D, which then becomes Class E or Class G / Class E (Your Answer)(Correct)

C. Class D, which then becomes Class C.

Explanation:Part of the definition of Class D airspace is that there's an "operable" tower. Not every tower is in operation 24 hours a day. During the hours the tower is not in operation, Class E surface area rules or a combination of Class E rules to 700 feet above ground level and Class G rules to the surface will become applicable.

Correct

Points earned: 1 out of 1

Q52) Flight logging should include all components of your UA, except:

A. The remote controller

B. The clothes you wear (Your Answer)(Correct)

C. Communications link equipment

Explanation:The answer choice here should be pretty self-explanatory :)

Correct

Points earned: 1 out of 1

Q53) If you have been convicted of possession of marijuana, the FAA can

A. Prevent you from ever applying for a Remote Pilot Certificate

B. Suspend or revoke your Remote Pilot Certificate (Your Answer)(Correct)

C. Not do anything, since possession of marijuana is not a federal crime

Explanation:You can lose your remote pilot certificate and/or not be allowed to apply for a certificate in the first place for up to one year if there's been any recent federal or state alcohol or

drug violations. That includes refusing to submit to a blood-alcohol test. The FAA can deny your application for up to 1 year after the date of final conviction.

Correct

Points earned: 1 out of 1

Q54) A stall occurs when the smooth airflow over the unmanned airplane`s wing is disrupted, and the lift degenerates rapidly. This is caused when the wing

A. exceeds the maximum speed.

B. exceeds maximum allowable operating weight.

C. exceeds its critical angle of attack. (Your Answer)(Correct)

Explanation:A stall occurs when the smooth airflow over the unmanned airplane’s wing (propellor) is disrupted, and the lift degenerates rapidly, which can ultimately cause your aircraft to fall. In a stall, your wing cannot generate adequate lift to sustain level flight, and this happens when a pilot exceeds the critical angle of attack (AOA). When the critical angle of attack is exceeded, the smooth airflow over the UA’s wing will be disrupted, and a stall can occur.

Correct

Points earned: 1 out of 1

Q55) (Refer to FAA-CT-8080-2H, Figure 77) What's the UNICOM frequency at Pierre Regional Airport?

A. 122.7

B. 122.95 (Your Answer)(Correct)

C. 123

Explanation:In the top half of the Figure, you’re seeing the Chart Supplement for Pierre Regional Airport. Check out the section labeled COMMUNICATIONS toward the bottom of the text, and you’ll see the UNICOM frequency listed right there.

Correct

Points earned: 1 out of 1

Q56) Up to how long must you wait to apply for a Remote Pilot Certificate after having been convicted of growing marijuana?

A. 6 months

B. 1 year (Your Answer)(Correct)

C. 18 months

Explanation:You can lose your remote pilot certificate and/or not be allowed to apply for a certificate in the first place for up to one year if there’s been any recent federal or state alcohol or drug violations. That includes refusing to submit to a blood-alcohol test. The FAA can deny your application for up to 1 year after the date of final conviction.

Correct

Points earned: 1 out of 1

Q57) 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

Q58) 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.

Incorrect

Points earned: 0 out of 1

Q59) At night, your eyes don't work as well when staring directly at an object. Your _____ are concentrated in the center of the retina. And because they only work well in bright light, you have a blind spot in the center of the field of vision.

A. rods (Your Answer)(Incorrect)

B. cones (Correct)

C. fovea

Explanation:Cones are responsible for color vision and are concentrated highest in the fovea, an area in the back of the retina right in the center of the field of vision. Cones and their associated nerves work better in high light levels, but not in dim light.

Correct

Points earned: 1 out of 1

Q60) An aircraft announces, "left downwind for runway two six". This means that the aircraft is on a heading of

A. 80 degrees. (Your Answer)(Correct)

B. 160 degrees.

C. 340 degrees.

Explanation:Runway 26 is positioned toward 260 degrees, meaning that when airplanes are taking off or landing, they're doing so at a heading of 260 degrees. In a normal left-hand traffic pattern...if a plane is midfield left downwind RWY 26, it means that the plane is flying parallel to the runway, in the opposite direction (downwind) of the runway, at a heading 180-degrees opposite of the runway. So in this case, the plane is flying 180 degrees opposite of 260 degrees, which is 80 degrees!