

I obtained these questions from the FAA. I have 72 FAA created sample questions below. The correct answer is bold and italicized. My comments are in the brackets.

You can make an initial exam from the questions below. Like baking a cake, we need the proper percentages of ingredients.

Area Percentage

- I – Regulations 15-25%
- II- Airspace 15-25%
- III- Weather 11-16%
- IV- Loading & Performance 7-11%
- V – Operations 35-45%

Keep in mind that I already did this for the automated quiz above so it's a perfectly balanced quiz of 60 questions.

The questions below are done in order of how they are in the Airmen Certification Standards to help you study questions that are similar.

Need more practice questions than the ones below? I've been creating online training courses for the sister company [Rupprecht Drones](#). Some people want to learn at a faster rate or don't have time to read, so to meet their needs, I created online courses that are at Rupprecht Drones. I'm planning on creating many more online courses to help individuals quickly learn the material for the remote pilot knowledge exam so frequently check in. These courses also are great for company training and recurrent training to keep the pilots and crew proficient.

The breakdown of questions below:

- I – Regulations (22 questions)
- II- Airspace (13 questions)
- III- Weather (6 questions)
- IV- Loading & Performance (4 questions)
- V – Operations (28 questions)

Area I. Regulations (Initial 15-25%)

A. General

UA.I.A.K4 A small UA causes an accident and your crew member loses consciousness. When do you report the accident?

A) No accidents need to be reported.

C. If the owner does not have a valid United States driver's license. [Part 48 doesn't require this and Part 47 doesn't require it either.]

5 **UA.I.B.K1 Where must a small unmanned aircraft's serial number be listed when using either standard remote identification or a broadcast module?**

A. The aircraft's Document of Compliance.

B. The manufacturer's Method of Compliance.

C. **The Certificate of Aircraft Registration. [Read 48.110]**

6 **UA.I.B.K6a A small UA must be operated in a manner which**

A) does not endanger the life or property of another. [Just looking at this. If you knew you one of these was correct, this is the most important of all 3 of them.]

B) requires more than one visual observer. [You don't need a visual observer unless you are doing something special like over in 107.31 such as FPV racing].

C) never exceeds 200 feet AGL

7 **UA.I.B.K6b You plan to release golf balls from your small UA at an altitude of 100 feet AGL. You must ensure the objects being dropped will**

A) not create an undue hazard to persons or property. [Section 107.23 says, "No person may: ... (b) Allow an object to be dropped from a small unmanned aircraft in a manner that creates an undue hazard to persons or property."]

B) land within 10 feet of the expected landing zone.

C) not cause property damage in excess of \$300.

8 **UA.I.B.K8 After having dinner and wine, your client asks you to go outside to demonstrate the small UAs capabilities. You must**

A) pass a self-administered sobriety test before operating a small UA.

B) not operate a small UA within 8 hours of consuming any alcoholic beverage. [8 hours bottle to throttle. Doesn't matter if you aren't even buzzed or if the alcohol has got into your system yet.]

C) ensure that your visual observer has not consumed any alcoholic beverage in the previous 12 hours.

9 **UA.I.B.K9 Daylight operation. According to 14 CFR part 107, what is required to operate a small UA within 30 minutes after official sunset?**

A. Use of anti-collision lights. [§107.29(b) says, (b) No person may operate a small unmanned aircraft system during periods of civil twilight unless the small unmanned aircraft has lighted anti-collision lighting visible for at least 3 statute miles that has a flash rate sufficient to avoid a collision. The remote pilot in command may reduce the intensity of, but may not extinguish, the anti-collision



A) Yes, Onawa is in Class D airspace that is designated for an airport.

B) No, your entire flight is in Class G airspace.

C) Yes, you must contact the Onawa control tower to operate within 5 miles of the airport.

13 UA.I.B.K20 Preflight familiarization, inspection, and actions for aircraft operations. According to 14 CFR part 107, who is responsible for determining the performance of a small unmanned aircraft?

A. Remote pilot-in-command. [See 107.19. Learn the short version of this regulation. "If anything goes wrong, it is most likely the PIC's fault." You shouldn't let anyone force you into flying somewhere or doing something you feel is unsafe. You are getting the whacking if anything goes wrong, not them.]

B. Manufacturer.

C. Owner or operator.

14 UA.I.B.K21a According to 14 CFR part 107, what is the maximum groundspeed for a small UA?

A) a logbook documenting small UA landing currency. [107.7 says, "Any other document, record, or report required to be kept under the regulations of this chapter." The big word is required. Does 107 require a logbook? No. Is it smart to have? Yes.]

B) a remote pilot certificate with a small UAS rating. [107.7 Inspection, testing, and demonstration of compliance. (a) A remote pilot in command, owner, or person manipulating the flight controls of a small unmanned aircraft system must, upon request, make available to the Administrator: (1) The remote pilot certificate with a small UAS rating[.]"]

17 C) any employer issued photo identification.

UA.I.B.K25 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. [This makes no sense. The lights are critical when manned aircraft are around.]

C. When it is in the interest of safety to dim the aircraft's lights.

C. Remote Pilot Certification with an sUAS rating (*)

18 UA.I.C.K2 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 or revocation of their remote pilot certificate. [See 107.59]

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

C) has no consequences to the remote pilot certificate.

E. Operations Over People

19 UA.I.E.K3a To conduct Category 1 operations, a remote pilot in command must use a small unmanned aircraft that weighs

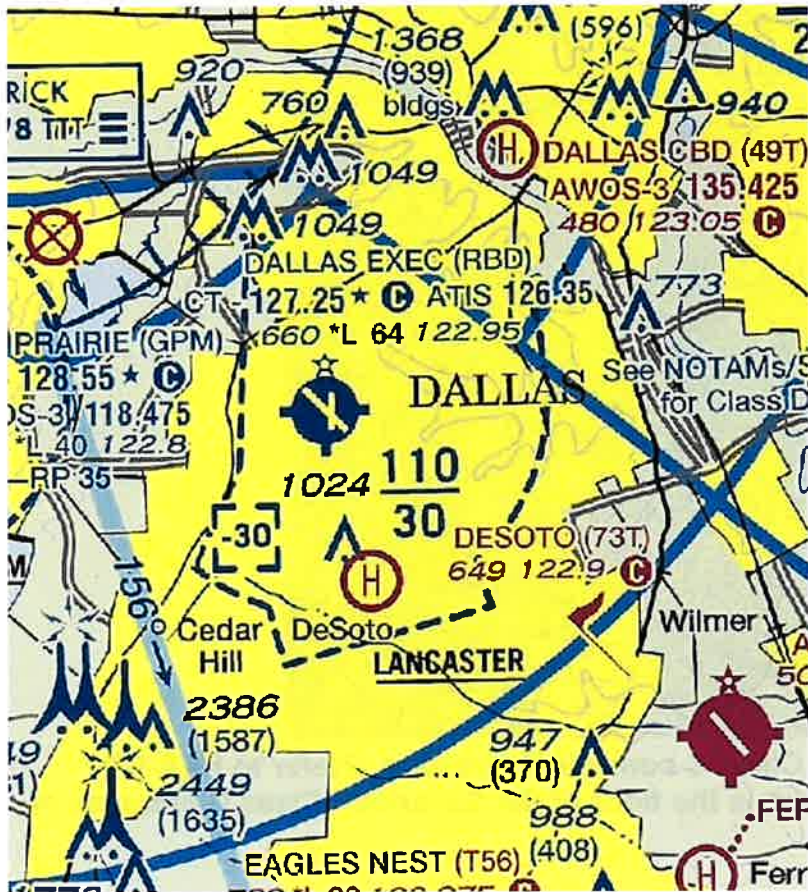
A. 0.55 pounds or less. [Correct.]

B. 0.65 pounds or less.

C. 0.75 pounds or less.

20 UA.I.E.K3d Which Category of small unmanned aircraft must have an airworthiness certificate issued by the FAA?

A. 4.



27

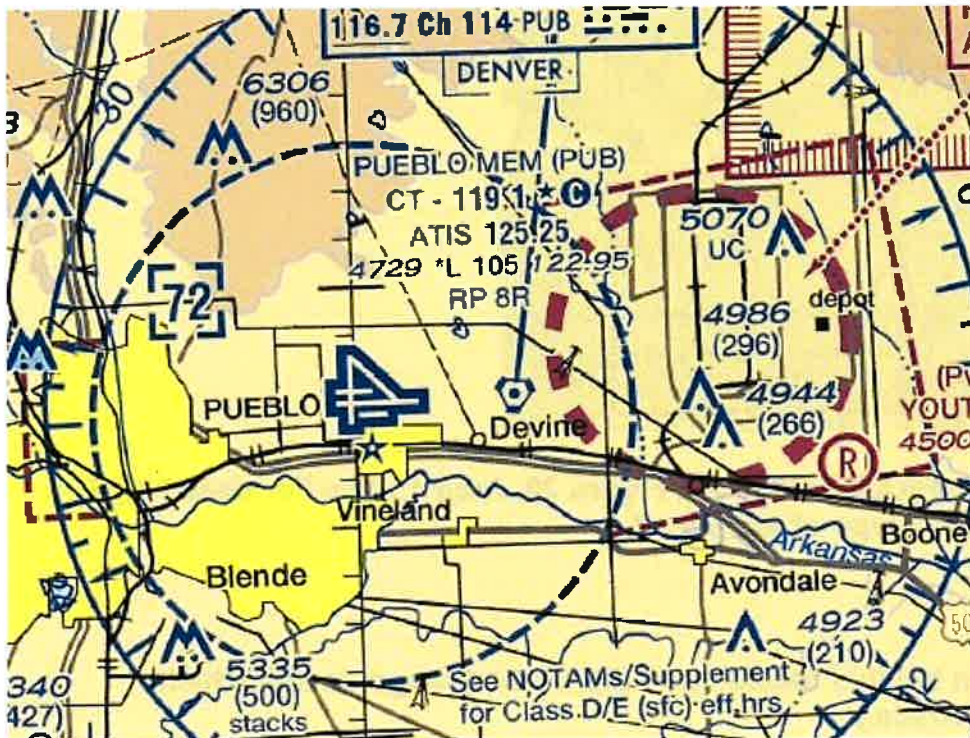
UA.II.A.K1a (Refer to FAA-CT-8080-2H, Figure 25, Area 3.) The floor of Class B airspace at Dallas Executive (RBD) is

A) at the surface.

B) 3,000 feet MSL. [Class B airports are huge up side down wedding cakes. The B overhangs the Class D airspace. If you see the Class D top says [-30]. The minus means up to but NOT including 3,000. Right near it you see the 110/30 which means Class B is 3,000-11,000 ft.

C) 3,100 feet MSL

C. is required to receive ATC authorization. [Bingo. Why? Because the FAA ATC wants to make sure you can fly in certain locations. Pro tip: Look at the runway of the Class C airport in Figure 23. The runways are North, South, East, and West. If you are flying in the “doughnut hole,” then you better know where the landing and departing traffic will be flying. Keep in mind that for some airports, especially at coastal airports, almost rarely use their northerly or southerly runways because the wind is almost always blowing east or west. You might be able to get a COA for those north or south areas of the airport easier. As always, if you need help getting one, [contact me.](#)]



UA.II.A.K1c (This is a question I created). What type of airport is Pueblo Airport?

Class B

Class C

Class D



26

UA.II.A.K2 Special use within airspace. (Prohibited, restricted, warning, military operations, alert, and controlled firing.) (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 from 1,500 feet AGL. [It is extremely important to know this so you can expect low-flying military helicopters flying this route. Some of which may be at 400ft or below. [Here is what the AIM says:](#) “(a) MTRs with no segment above 1,500 feet AGL must be identified by four number characters; e.g., IR1206, VR1207. (b) MTRs that include one or more segments above 1,500 feet AGL must be identified by three number characters; e.g., IR206, VR207.” What does this mean? They can ALWAYS be flying in your airspace.]

C. Yes, the defined route provides traffic separation to manned aircraft.

2305. I'll copy-paste it here. "A transit route extends from Gila Bend to the Eric Marcus Airport over Arizona Highway 85 at 500 feet above ground level (AGL). VFR rules govern civilian flight through the Goldwater Air Force Range. Airevac flights will be given priority over all other air traffic other than inflight emergencies. The Airevac call sign will be used only when the aircraft is on an actual air evacuation mission. Department of Public Safety (DPS) "Ranger" call signs must indicate they are on an Airevac mission to receive priority. Military aircraft will have priority over all remaining aircraft. Aircraft requesting to transition this airspace may encounter delays. General aviation aircraft must coordinate their route of flight, departure, and return times with Range Operations prior to departure. Phone (623) 856-8818/8819. Once airborne, aircraft from the north contact Gila Bend AFAF Tower (primary) on 257.65/127.75 (UHF/VHF) or Range Operations (secondary) on 264.125/122.775. Aircraft from the south contact Range Operations 264.125/122.775. Aircraft must hold outside restricted airspace until clearance is granted to transit the area. After receiving clearance into the Restricted Airspace, pilots shall monitor Range Operations frequency. The preferred VFR procedure will be to fly over Highway 85 at 500 feet AGL, monitoring Range Ops on VHF 122.775. At night aircraft will fly over Highway 85 at or below 1000 feet AGL. Military aircraft on manned ranges will be instructed to remain clear of Highway 85 or to transit the highway 500 feet above altitude of transiting aircraft. Caution: Due to repeater transmissions and mountainous terrain, flights north of the Saucedo Mountains (Black Gap) will normally only be able to contact Gila Bend Tower. Flights south of the mountains should contact Range Operations. Military aircraft on the Range may be operating lights out. The normal hours of the Goldwater Air Force Range are from 0630-2400 local Monday through Saturday. When the range is inactive, Gila Bend AFAF Tower and Range Operations are closed. When the range is active, Gila Bend AFAF Tower and Range Operations may be closed, and the transit route unavailable, Contact Albuquerque ARTCC on 126.45 or 125.25 to determine transit availability or request flight following."]

C) In the Special Use Airspace area of the chart. [This is an answer but the chart supplement provides more information. The side portion of the sectional chart will give you information regarding altitudes, times, etc.]

P-205	TO BUT NOT INCL 4000	CONTINUOUS	NO A/G	
R-4301	TO 27,000	0730-2400 †24 HRS IN ADVANCE	MINNEAPOLIS CNTR	118.05 239.0
R-5401	TO 5000	30 DAYS IN ADVANCE †24 HRS IN ADVANCE	MINNEAPOLIS CNTR	124.2 270.3
R-5402	500 AGL TO BUT NOT INCL 10,000	0700-2000 BY NOTAM 6 HRS IN ADVANCE†	MINNEAPOLIS CNTR	124.2 270.3
R-5403 A	8000 TO BUT NOT INCL 10,000	0700-2000 BY NOTAM 6 HRS IN ADVANCE†	MINNEAPOLIS CNTR	124.2 270.3
R-5403 B	10,000 TO BUT NOT INCL 14,000	0700-2000 BY NOTAM 6 HRS IN ADVANCE†	MINNEAPOLIS CNTR	124.2 270.3
R-5403 C, F	14,000 TO BUT NOT INCL FL 180	0700-2000 BY NOTAM 6 HRS IN ADVANCE†	MINNEAPOLIS CNTR	124.2 270.3
R-5403 D	10,000 TO BUT NOT INCL 12,000	0700-2000 BY NOTAM 6 HRS IN ADVANCE†	MINNEAPOLIS CNTR	124.2 270.3
R-5403 E	12,000 TO BUT NOT INCL 14,000	0700-2000 BY NOTAM 6 HRS IN ADVANCE†	MINNEAPOLIS CNTR	124.2 270.3

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BEAVER	300 AGL	BY NOTAM 0800-2200 MON-FRI, 0800-1600 SAT-SUN	MINNEAPOLIS CNTR	127.9 281.45
DEVILS LAKE EAST	3500	INTERMITTENT BY NOTAM	MINNEAPOLIS CNTR	124.2 270.3
DEVILS LAKE WEST	4000	INTERMITTENT BY NOTAM	MINNEAPOLIS CNTR	135.25 270.3
SNOOPY WEST	6000	BY NOTAM (INTERMITTENT 0800-2200 MON-SAT)	MINNEAPOLIS CNTR	127.9 281.45
TIGER NORTH	300 AGL	INTERMITTENT BY NOTAM	MINNEAPOLIS CNTR	132.15 269.6
TIGER SOUTH	6000	INTERMITTENT BY NOTAM	MINNEAPOLIS CNTR	132.15 269.6

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on a chart.

†Other times by DoD NOTAM.

A. Refer to the legend for special use airspace phone number. [Ok. This answer is wrong. You won't be getting any telephone numbers here. You'll get VHF frequencies on the side of the map where the MOAs are listed. How do you find the MOAs on the side? This is annoying because most of you guys are using some type of digital map. This is how you find it on Skyvector. You make sure the sectional chart at the top right is clicked and then you move over all the way to the left and you'll see a list of all the MOAs. This MOA is from 4000-17,999. For practice, let's pretend that it goes all the way to the ground. We need to figure out if it is active. The 135.25 frequency won't help because you'll almost never get ahold of anyone with your handheld. This is how to figure out if it is active or not. You can either (1) Check to see if there is an active NOTAM on <https://www.notams.faa.gov/dinsQueryWeb/> which has its own MOA tab, (2) check on <https://pilotweb.nas.faa.gov/PilotWeb/> (3) call up 1-800-WX-BRIEF, or (4) call via phone the ARTCC over the area which would be Minneapolis Center. [Here is the FAA web page to find the ARTCC phone numbers.](#) If you are interested in setting up flight programs and want a more comprehensive set of guidelines that includes this information and more, [contact me.](#)]

B. This information is available in the Small UAS database. [What? I don't know what this means. There is no such thing.]

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

B. Airspace Operational Requirements (*)

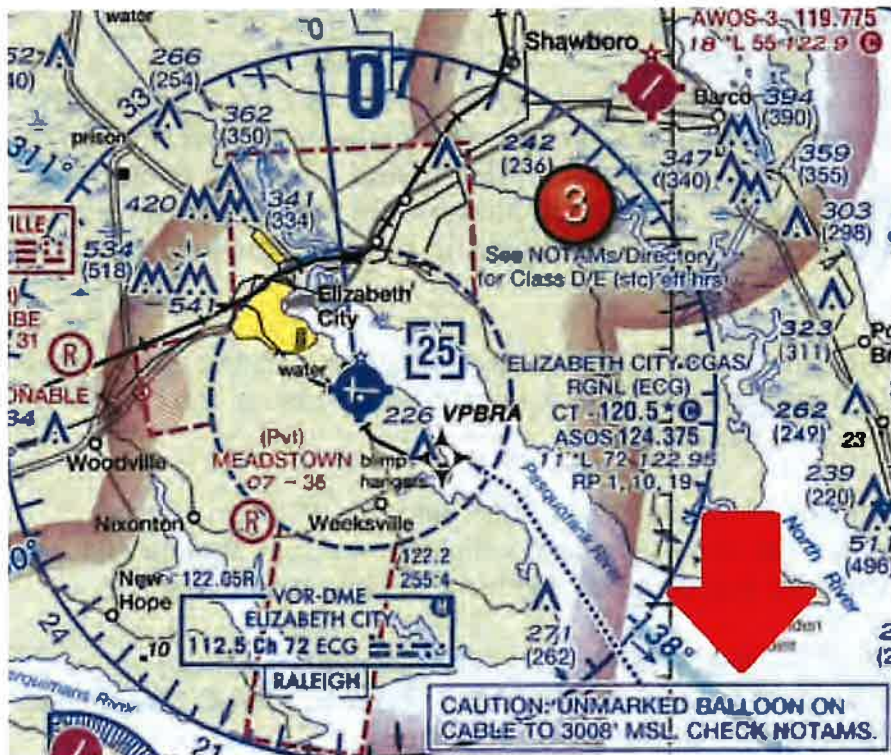


30 UA.II.B.K1 (Refer to FAA-CT-8080-2H, Figure 23, Area 4.) What is the required flight visibility for a remote pilot operating an unmanned aircraft near the Plantation Airport (JYL)?

A) 5 statute miles.

B) 1 statute mile.

C) 3 statute miles. [I think this is trying to confuse the manned aircraft guys because visibility for Class G operations for manned aircraft is 1 mile of visibility and 3 for E airspace (starts at 700ft AGL around Plantation). Part 107 has visibility at 3 SM of visibility.]



32 UA.II.B.K5 The NOTAM system including how to obtain an established NOTAM through Flight Service. (Refer to FAA-CT-8080-2H, Figure 20, area 5.) How would a remote PIC “CHECK NOTAMS” as noted in the CAUTION box regarding the unmarked balloon?

A. By utilizing the B4UFLY mobile application. [That would be a nice feature but I don't know how much money the FAA will put into this app. That app is more like an airspace for dummies app. Learn how to read charts so you know where you can legally fly to make more money.]

B. By contacting the FAA district office. [Nope. However, you should reach out to meet with these guys sometime. Let them know you are trying to be compliant and professional. Better to “set the stage” with that than if they come after you and remember you as the guy who did _____.]

C. By obtaining a briefing via an online source such as: 1800WXBrief.com. [You could do this. I suggest reading my article on 5 Ways to Prove You Did a Pre-Flight Briefing.]

Area III. Weather (Initial 11-16%)

A. Sources of Weather

A. Good visibility and steady precipitation. [It would be poor visibility].

B. Poor visibility and steady precipitation. [Yes! stratiform clouds, smooth air, poor visibility in haze and smoke, and continuous precipitation.]

C. Poor visibility and intermittent precipitation. [No intermittent is more like unstable air that creates cumulonimbus clouds]

37 **UA.III.B.K1d Weather theory: Air masses and fronts. What are characteristics of a moist, unstable air mass?**

A. Turbulence and showery precipitation. [Cumuliform clouds, turbulent air, good visibility, and showery precipitation are all characteristics of unstable air.]

B. Poor visibility and smooth air. [Poor visibility and smooth air are characteristics of stable air.]

C. Haze and smoke. [Haze and smoke are the causes of the poor visibility in stable air!]

38 **UA.III.B.K1j Weather theory: Fog. 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. [A temperature inversion means some warm air on top of some cold air. The cold air underneath on the ground, along with a high relative humidity, means you are expecting fog in the cooler area. You should also check the METARS for the airports in the area as you will most likely have a temperature/dewpoint spread that is low. Example 12/10. The air will be smooth because there is little convection.]

B. Light wind shear, poor visibility, haze, and light rain. [The cold air underneath means you are not going to have much convection so light wind shear is a wrong answer.]

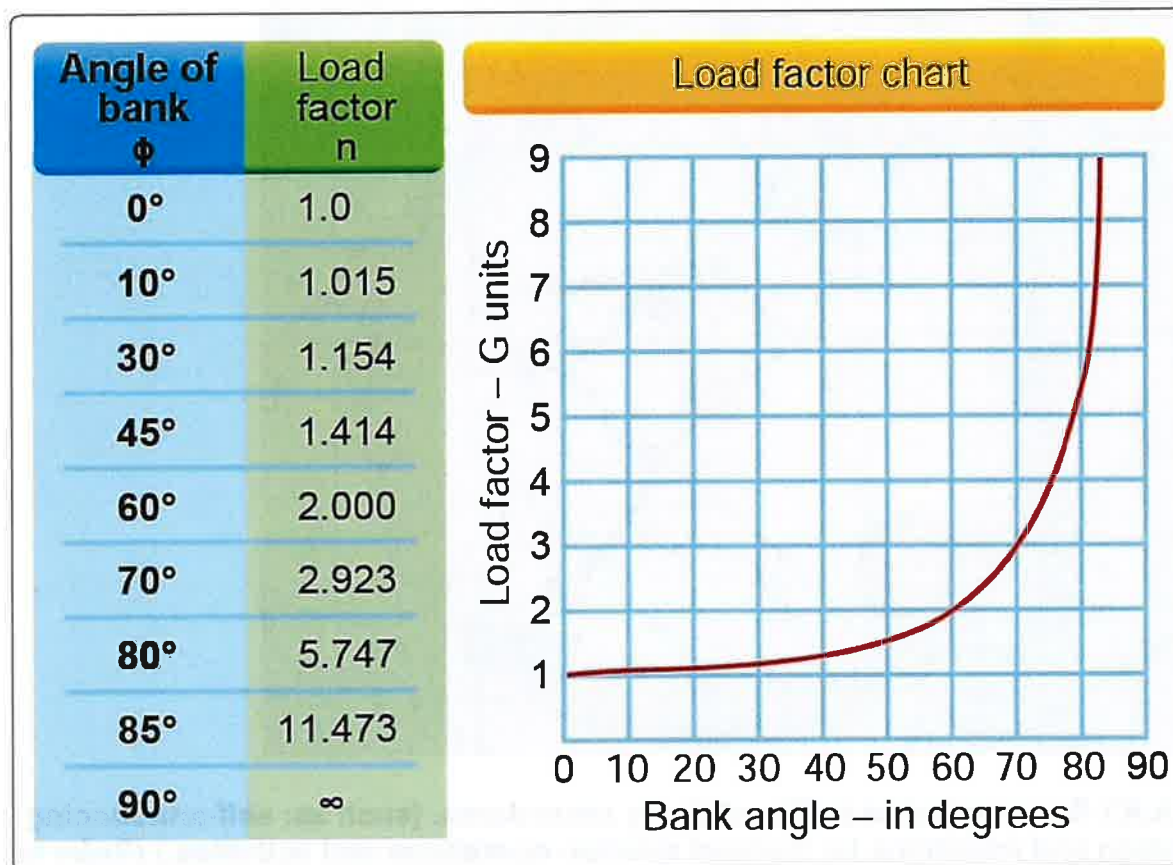
C. Turbulent air, poor visibility, fog, low stratus type clouds, and showery precipitation. [Once again, you are going to have very little convection because of the cold air.]

Area IV. Loading and Performance (Initial 7-11%)

A. Loading and Performance

39 **UA.IV.A.K1b General loading and performance: Balance, stability, and center of gravity. To ensure that the unmanned aircraft center of gravity (CG) limits are not exceeded, follow the aircraft loading instructions specified in the**

A. Pilot's Operating Handbook or UAS Flight Manual. [I don't know of any drone manufacturers who have created a manual which allows you to calculate the CG. Manned aviation manuals have ways you can calculate so you don't exceed



42 UA.IV.A.K1a. The importance and use of performance data to predict the effect on the aircraft's performance of an sUAS. (Refer to FAA-CT-8080-2H, Figure 2.) If an unmanned airplane weighs 33 pounds, what approximate weight would the airplane structure be required to support during a 30° banked turn while maintaining altitude?

[Explanation: In a turn of 30 degrees of bank and while maintaining level flight (no altitude loss because you slightly pitched up), you will have a 1.154 load factor. This means that in this turn you will be feeling like you are pulling 1.154 G's. 33 pounds x 1.154 = 38.082 pounds].

- A. 34 pounds.
- B. 47 pounds.
- C. 38 pounds.

Area V. Operations (Initial 35-45%)

A. Radio Communications Procedures



44 UA.V.B.K2 (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. [This is the control frequency and also is the CTAF frequency.]

45 UA.V.B.K6a Sources for airport data: Aeronautical charts. (Refer to FAA-CT-8080-2H, Figure 21.) What airport is located approximately 47 (degrees) 40 (minutes) N latitude and 101 (degrees) 26 (minutes) W longitude?

A. Mercer County Regional Airport. [This is definitely not even close. This airport is in the low minutes of 47 degrees North.]

B. Semshenko Airport. [Ah yes, this is a close private airport. You can tell it is private because of the Pvt. Careful measurements will let you know that this is not the airport]

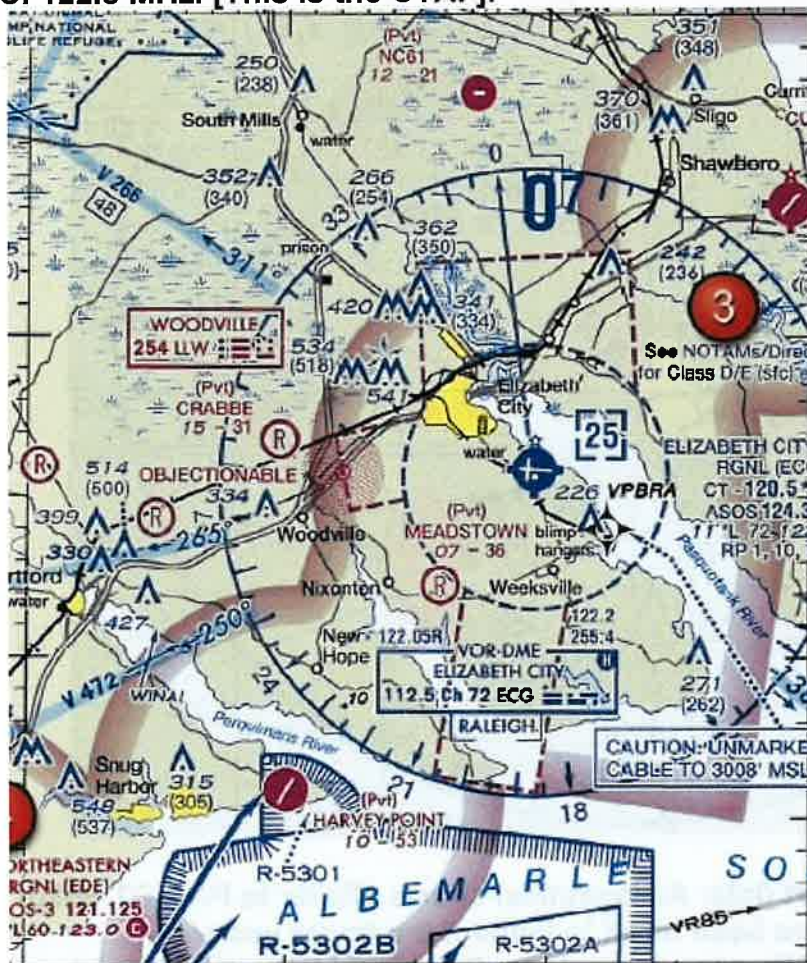
C. Garrison Airport. [Let's make this simple. Ladder sounds kind of like latitude. You climb the ladder going north. (Keep in mind it is north only if you are in the Northern Hemisphere) For minutes, just think of them as tick marks. There is a box with 30 tick marks in it, a line, and then another 30 tick marks. In total, you get 60 minutes. For longitude, also called meridians, think of the Prime Meridians running through Greenwich, England. Why is this useful? To figure out if the coordinates of the potential job site are in airspace which requires a COA. I use

46

UA.V.B.K6a Sources for airport data: Aeronautical charts. (Refer to FAA-CT-8080-2H, Figure 22, area 2.) At Coeur D'Alene which frequency should be used as a Common Traffic Advisory Frequency (CTAF) to monitor airport traffic?

- A. 122.05 MHz. [This is the frequency to contact Boise Flight Service on.]
- B. 135.075 MHz. [This is the AWOS, not the CTAF. You can check out the airport weather on this frequency. Would also be great to find out what the surface winds are blowing at that location.]

C. 122.8 MHz. [This is the CTAF].



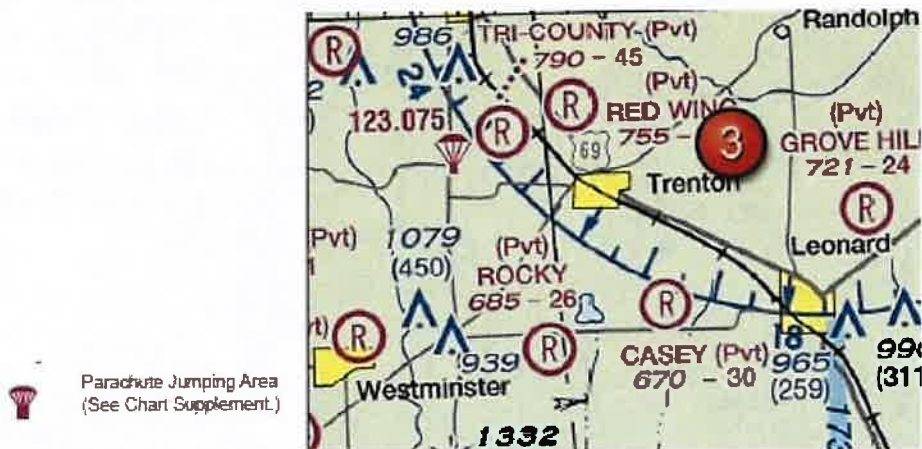
47

UA.V.B.K6a (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.

decimal points, you divide 60 (The number of tick marks per degree. Remember there are 30 tick marks per quadrant but two quadrants make up a degree.) by 10 and you'll get 6 tick marks per .1 According to Part 107, you'll need authorization to operate within Class E at the surface airspace.]

C. Authorization from the National Park Service. [There is no national park here.]

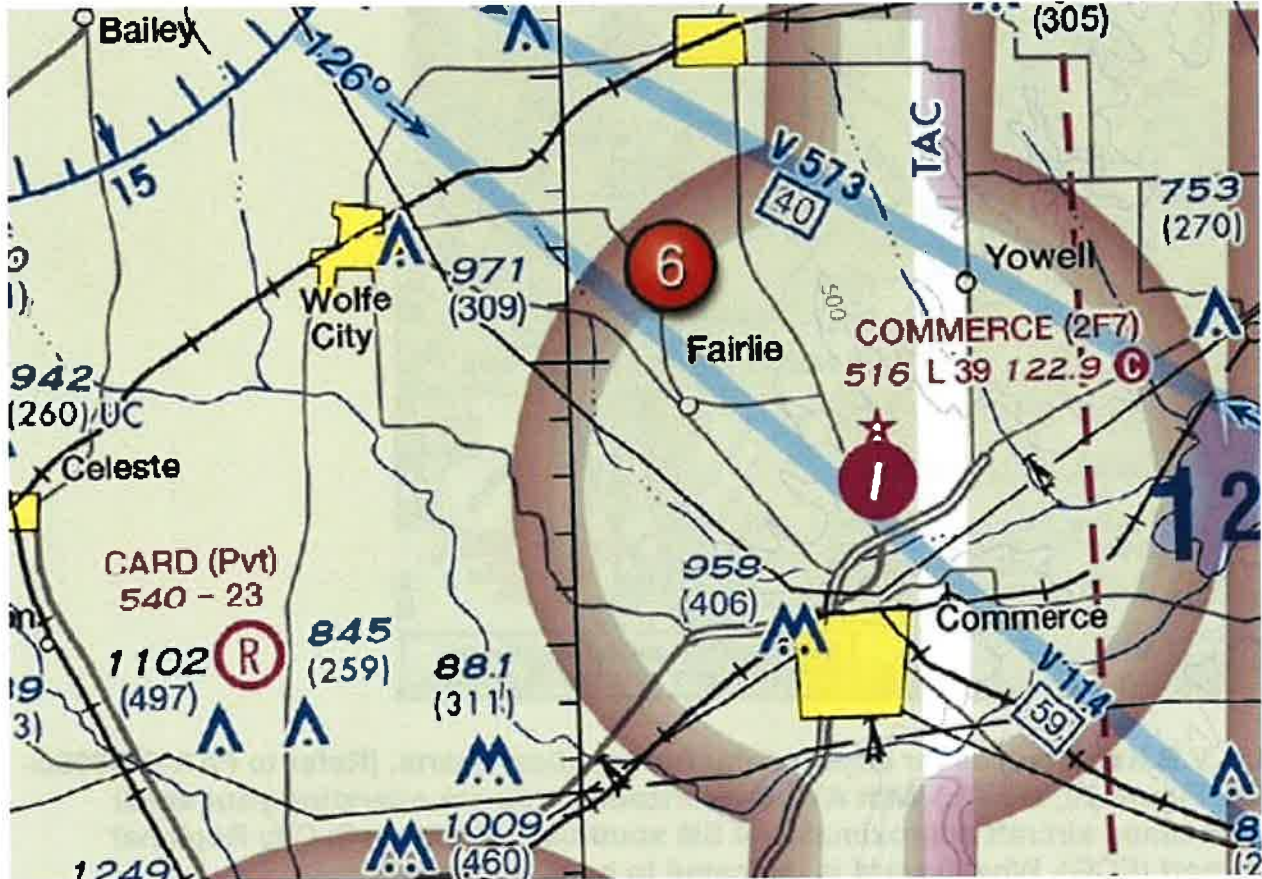


49 UA.V.B.K6a (Refer to FAA-CT-8080-2H, Figure 24, Area 3, and Legend 1.) For information about the parachute operations at Tri-County Airport, refer to

A) notes on the border of the chart.

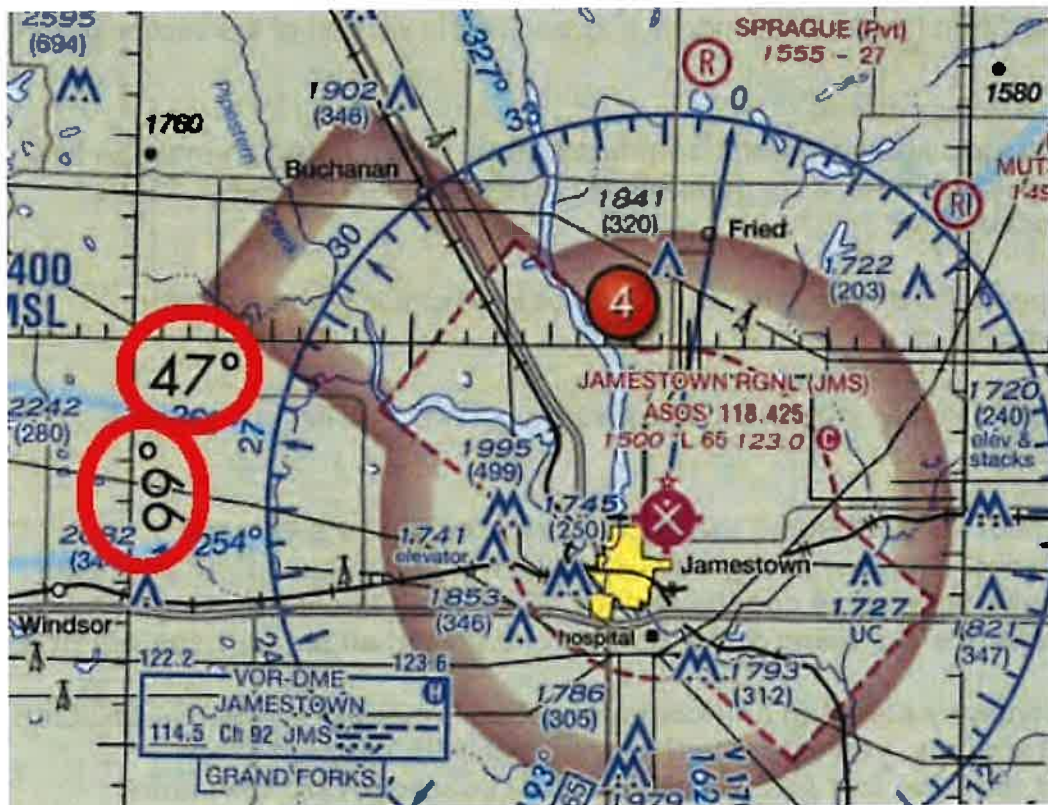
B) Chart Supplements U.S. [The parachute sign is next to the airport. Legend 1 clues you in to look at the chart supplement even.]

C) the Notices to Airmen (NOTAM) publication.



59 UA.V.B.K6a (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. [It is private because it has a big R on it. You can tell it is not towered because it is magenta and not blue.]



53

UA.V.B.K6a Sources for airport data: Aeronautical charts. (Refer to FAA-CT-8080-2H, Figure 26.) What does the line of latitude at area 4 measure?

A. The degrees of latitude east and west of the Prime Meridian. [This is partially true. It is correct to say degrees of latitude but incorrect to say west. Latitude goes north & south like you are climbing a latter.]

B. The degrees of latitude north and south from the equator. [Like you are climbing a later going up or down. Just remember which hemisphere you are in. 99% of you guys aren't going below the equator so it will be north most of the time.]

C. The degrees of latitude east and west of the line that passes through Greenwich, England. [Just answer A repackaged.]

54

UA.V.B.K6b Sources for airport data: Chart Supplements U.S. (formerly Airport/facility directory) The most comprehensive information on a given airport is provided by

A. the Chart Supplements U.S. (formerly Airport Facility Directory). [This will tell you all sorts of things such as the phone number to the airport manager.]

B. Notices to Airmen (NOTAMS). [Um no. These will tell you SOME things about the airport.]

D. Aeronautical Decision-Making (*)

58 UA.V.D.K1 Aeronautical Decision Making (ADM). 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. [“Crew resource management (CRM). The application of team management concepts in the flight deck environment. It was initially known as cockpit resource management, but as CRM programs evolved to include cabin crews, maintenance personnel, and others, the phrase “crew resource management” was adopted. This includes single pilots, as in most general aviation aircraft. Pilots of small aircraft, as well as crews of larger aircraft, must make effective use of all available resources; human resources, hardware, and information. A current definition includes all groups routinely working with the flight crew who are involved in decisions required to operate a flight safely. These groups include, but are not limited to pilots, dispatchers, cabin crewmembers, maintenance personnel, and air traffic controllers. CRM is one way of addressing the challenge of optimizing the human/machine interface and accompanying interpersonal activities.”]

B. Safety Management System. [“SMS is the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of safety risk controls. It includes systematic procedures, practices, and policies for the management of safety risk.”]

C. Risk Management. [This is the part of the decision making process which relies on situational awareness, problem recognition, and good judgment to reduce risks associated with each flight.]

59 UA.V.D.K1 Aeronautical Decision Making (ADM). A local TV station has hired a remote pilot to operate their small UA to cover breaking news stories. The remote pilot has had multiple near misses with obstacles on the ground and two small UAS accidents. What would be a solution for the news station to improve their operating safety culture?

A. The news station should implement a policy of no more than five crashes/incidents within 6 months. [But why 5? 5 crashes a year? A month? This is just a standard with no data behind it.]

B. The news station does not need to make any changes; there are times that an accident is unavoidable. [There is not enough information to know they do not need to make any changes. Maybe they have identified all the risks and attempted to mitigate them. Generally, you could and should be trying to do something to increase safety.]

C. The news station should recognize hazardous attitudes and situations and develop standard operating procedures that emphasize safety. [The hazardous attitudes would be an easy fix with the crew to help identify any hazards in the group. The SOP helps prevent pilots from forgetting things. SOPs are great at

concern and the station manager has instructed you to “fly first, ask questions later.” What type of hazardous attitude does this attitude represent?

A. Machismo. [It isn't this one because you aren't trying to prove yourself to be awesome.]

B. Invulnerability. [Close. But it isn't right. Invulnerability recognizes that the accident CAN happen, “but not to me.” Here there is NO recognition of the possibility of an accident being possible.]

C. Impulsivity. [From PHAK, “This is the attitude of people who frequently feel the need to do something, anything, immediately. They do not stop to think about what they are about to do, they do not select the best alternative, and they do the first thing that comes to mind.”]

E. Physiology

64 **UA.V.E.K2 Drugs and alcohol use. Which is true regarding the presence of alcohol within the human body?**

A small amount of alcohol increases vision acuity. [No, you may think that but it isn't true.]

B. Consuming an equal amount of water will increase the destruction of alcohol and alleviate a hangover. [No, it just means you are going to be a drunk who has to go to the bathroom.]

C. Judgment and decision-making abilities can be adversely affected by even small amounts of alcohol. [Yes, being drunk can result in all sorts of poor life choices such as getting involved in Pokemon.]

65 **UA.V.E.K5 Stress and fatigue. You are a remote pilot for a co-op energy service provider. You are to use your UA to inspect power lines in a remote area 15 hours away from your home office. After the drive, fatigue impacts your abilities to complete your assignment on time. Fatigue can be recognized.**

A. easily by an experienced pilot. [An experienced pilot should recognize that fatigue can creep up on them and they shouldn't trust themselves.]

B. as being in an impaired state. [You should give your body proper rest so as to function optimally. Commercial pilots have rest requirements for a reason. You should also.]

C. by an ability to overcome sleep deprivation. [This isn't fatigue. This is Redbull.]

66 **UA.V.E.K6 Factors affecting vision. Which technique should a remote pilot use to scan for traffic? A remote pilot should**

69

UA.V.F.K1 What actions should the operator of an sUAS do if the manufacturer does not provide information about scheduled maintenance?

A) The operator should contact the FAA for a minimum equipment list. [The reason the FAA delegated inspecting the drone to the remote pilot in command is the FAA can't keep up to speed on the drones. They aren't going to have some MEL.]

B) The operator should establish a scheduled maintenance protocol. [If you read AC 107-2 you would see they had a whole section on maintenance which should have clued you into this being a potential candidate for the correct answer]

C) The operator should contact the NTSB for component failure rates for their specific sUAS. [I guess you could do this but it seems like B is a way better answer.]

70

UA.V.F.K2 Preflight inspection. According to 14 CFR part 107, the responsibility to inspect the small UAS to ensure it is in a safe operating condition rests with the

A. remote pilot-in-command. [107.19 says, “(b) The remote pilot in command is directly responsible for and is the final authority as to the operation of the small unmanned aircraft system. (c) The remote pilot in command must ensure that the small unmanned aircraft will pose no undue hazard to other people, other aircraft, or other property in the event of a loss of control of the aircraft for any reason” How are you going to do that without doing an inspection on the aircraft and being familiar with it? § 107.49 says, “(c) Ensure that all control links between ground control station and the small unmanned aircraft are working properly; (d) If the small unmanned aircraft is powered, ensure that there is enough available power for the small unmanned aircraft system to operate for the intended operational time; and (e) Ensure that any object attached or carried by the small unmanned aircraft is secure and does not adversely affect the flight characteristics or controllability of the aircraft.”]

B. visual observer. [No responsibility here but it would be smart to have the VO checking things also.]

C. owner of the small UAS. [Smart but not required.]