



Update to Remote Pilot Test

Remote Pilot Test Prep 2021

September 2021

ASA-TP-UAS-21

With the following changes, ASA's *Remote Pilot Test Prep 2021* provides complete preparation for the FAA Remote Pilot Unmanned Aircraft General — Small (UAG) and Unmanned General — Recurrent (UGR) Knowledge Exams. These tests continue to reference the *Airman Knowledge Testing Supplement for Sport Pilot, Recreational Pilot, Remote Pilot and Private Pilot (FAA-CT-8080-2H)*. Familiarize yourself with these figures, including “Legend 1: Sectional Aeronautical Chart.” The *FAA Remote Pilot Study Guide (FAA-G-8082-22)* will also be helpful in preparation for your test.

The Unmanned General – Recurrent (UGR) test is no longer issued. Instead, remote pilots must complete an FAA course to comply with currency requirements. For more information, visit faa.gov/training_testing/testing/media/uas_testing_information.pdf

Initial remote pilot applicants should study the questions tagged “ALL”; renewing remote pilots should review the questions tagged “UGR” and complete an FAA renewal course available at faasafety.gov.

About the Test Changes

The FAA exams are “closed tests” which means the exact database of questions is not available to the public. However, each test cycle the FAA provides a [What's New](#) document, which identifies subjects that have been removed or added to a test. This document also includes pertinent information to ensure training and testing remains correlated, which in turn promotes a reliable certification system.

The question and answer choices in this book provide a comprehensive representation of FAA questions, derived from history and experience with the airman testing process. You might see similar although not exactly the same questions on your official FAA exam. Answer stems may be rearranged from the A, B, C order you see in this book. Therefore, be careful to fully understand the intent of each question and corresponding answer while studying, rather than memorize the A, B, C answer. You may be asked a question that has unfamiliar wording; studying and understanding the information in this book and the associated reference documents will give you the tools to answer all types of questions with confidence. We invite your feedback. After you take your official FAA exam, let us know how you did. Were you prepared? Did the ASA products meet your needs and exceed your expectations? We want to continue to improve these products to ensure applicants are prepared, and become safe remote pilots. Send feedback to: cfi@asa2fly.com

Page Number	Question Number	Correct Answer	Explanation
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1-15 **A new section of chapter text is added to read:**

Remote Identification (Remote ID)

Remote ID is the ability of a drone in flight to provide identification and location information via radio frequency (e.g., Wi-Fi or Bluetooth) that can be received by other parties. This information includes:

- A unique identifier for the drone;
- The drone’s latitude, longitude, geometric altitude, and velocity;
- An indication of the latitude, longitude, and geometric altitude of control station (standard) or takeoff location (broadcast module);
- A time mark; and
- Emergency status (standard remote ID drone only).

This information helps the FAA, law enforcement, and other federal agencies find the control station when a drone appears to be flying in an unsafe manner or where it is not allowed to fly. Remote ID also lays the foundation of the safety and security groundwork needed for more complex drone operations.

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Page Number	Question Number	Correct Answer	Explanation
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Effective September 16, 2023, no person may operate an unmanned aircraft within the airspace of the United States unless the operation meets the requirements of 14 CFR §89.110 (standard remote identification) or §89.115 (alternative remote identification) unless otherwise authorized by the FAA.

Standard remote ID broadcasts identification and location information about the drone and its control station. A standard remote ID drone is one that is produced with built-in remote ID broadcast capability in accordance with the remote ID rule's requirements.

A **remote ID broadcast module** is an alternative remote ID device that broadcasts identification and location information about the drone and its takeoff location in accordance with the remote ID rule's requirements. The broadcast module can be added to a drone to retrofit it with remote ID capability. This module is limited to VLOS operations.

The Certificate of Aircraft Registration of the unmanned aircraft used in the operation must include the serial number of the remote ID broadcast module, or the serial number of the unmanned aircraft must be provided to the FAA in a notice of identification prior to the operation.

Standard and alternative remote ID must broadcast from takeoff to shut down. In the event of a broadcast failure, the person manipulating the flight controls must land the unmanned aircraft as soon as practicable.

If the unmanned aircraft operation is being conducted for aeronautical research or to show compliance with regulations, the Administrator may authorize such operations without remote ID capability. Operations without remote ID may also be conducted in an **FAA-recognized identification area (FRIA)**. FRIAs are often community-based organizations or educational institutions that have received prior FAA permission to allow unmanned aircraft to operate in a specified area without remote ID capability.

1-15	1344	[C]	A new question is added to read:
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1344. Under which operational requirement would the unmanned aircraft be restricted to visual line of sight operations?

- A—If operating with ADS-B capabilities.
- B—If operating with standard remote identification.
- C—If operating with a remote identification broadcast module.

The person manipulating the flight controls of the unmanned aircraft system must be able to see the unmanned aircraft at all times throughout the operation if the operation is being conducted using alternative remote ID, like a remote ID broadcast module. (UA.I.F.K2) — 14 CFR §89.115

1-15	1345	[A]	A new question is added to read:
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1345. What must a person who is manipulating the controls of a small unmanned aircraft do if the standard remote identification fails during flight?

- A—Land the aircraft as soon as practicable.
- B—Notify the nearest FAA Air Traffic Facility.
- C—Activate the aircraft's navigation lights.

The person manipulating the flight controls of the unmanned aircraft system must land the unmanned aircraft as soon as practicable if the standard remote ID unmanned aircraft is no longer broadcasting the message elements of 14 CFR §89.305. (UA.I.F.K1) — 14 CFR §89.110

1-15	1346	[C]	A new question is added to read:
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1346. 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.

The Certificate of Aircraft Registration of the unmanned aircraft used in the operation must include the serial number of the unmanned aircraft, as required by Parts 47 and 48, or the serial number of the unmanned aircraft must be provided to the FAA in a notice of identification pursuant to 14 CFR §89.130 prior to the operation. (UA.I.F.K5) —14 CFR §89.130

Page Number	Question Number	Correct Answer	Explanation
1-15	1347	[B]	<p>A new question is added to read:</p> <p>1347. Under which operational condition may you be approved to fly without remote identification capability?</p> <p>A—If the operation is being conducted in an FAA-recognized identification area outside line of sight. B—If the operation is being conducted for aeronautical research. C—If the operation is being conducted at altitudes of 400 feet AGL and below.</p> <p><i>The Administrator may authorize operations without remote ID where the operation is solely for the purpose of aeronautical research or to show compliance with regulations. (UA.I.F.K3) — 14 CFR §89.120</i></p> <p><i>Answer choice (A) is incorrect because operations without remote ID are allowed within FRIAs but must remain within VLOS. Answer choice (C) is incorrect because remote ID requirements are not restricted to specific altitudes.</i></p>
1-17	Chapter text		<p>The Daylight Operations subheading and chapter text are changed to read:</p> <p>Operation at Night</p> <p>For operations conducted during civil twilight and night, the sUAS must be equipped with anti-collision lights that are capable of being visible for at least 3 SM. However, the remote PIC may reduce the intensity of the lighting if it would be in the interest of operational safety to do so. For example, the remote PIC may momentarily reduce the lighting intensity if it impacts his or her night vision.</p> <p>Civil twilight is defined as the period of time before sunrise and after sunset when the sun is not more than six degrees below the horizon.</p> <p>14 CFR Part 1 defines night as the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the Federal Air Almanac and converted to local time. The Federal Air Almanac provides tables to determine sunrise and sunset at various latitudes. For example:</p> <ul style="list-style-type: none"> • In the contiguous United States, evening civil twilight is the period from sunset until 30 minutes after sunset, and morning civil twilight is the period of 30 minutes prior to sunrise until sunrise. • In Alaska, the definition of civil twilight differs and is described in the Federal Air Almanac.
1-17	1040		This question has been removed.
1-17	1274		This question has been removed.
1-17	1348	[B]	<p>A new question is added to read:</p> <p>1348. You intend to conduct an unmanned aircraft operation 60 minutes past the end of evening civil twilight to inspect a flashing beacon atop a radio tower. To conduct this operation, you will be required to</p> <p>A—obtain a certificate of waiver from the administrator. B—have functioning anti-collision lighting which is visible for at least 3 statute miles. C—contact the nearest air traffic control facility to advise them of your operation.</p> <p><i>Night operations require an sUAS to have anti-collision lighting visible for at least 3 SM that has a flash rate sufficient to avoid a collision. The remote PIC may reduce the intensity of, but may not extinguish, the anti-collision lighting if it would be in the interest of safety to do so. (UA.I.B.K25) — 14 CFR §107.29</i></p>
1-17	1349	[C]	<p>A new question is added to read:</p> <p>1349. When may a remote pilot reduce the intensity of an aircraft lights during a night flight?</p> <p>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 aircrafts lights.</p> <p><i>The remote PIC may reduce the intensity of, but may not extinguish, the anti-collision lighting if it would be in the interest of safety to do so. (UA.I.B.K25) — 14 CFR §107.29</i></p>

Page Number	Question Number	Correct Answer	Explanation
1-21			<p>The chapter text is replaced to read:</p> <p>Operation Over Human Beings</p> <p>No person may operate an sUAS over a human being unless:</p> <ul style="list-style-type: none"> • That human being is directly participating in the operation of the sUAS; • That human being is located under a covered structure or inside a stationary vehicle that can provide reasonable protection from a falling sUAS; or • The operation meets the requirements of at least one of the operational categories specified in Subpart D of Part 107 outlined below: <ul style="list-style-type: none"> – To conduct Category 1 Operations the sUAS must meet the requirements of §107.110. – To conduct Category 2 Operations the sUAS must meet the requirements of §107.115. – To conduct Category 3 Operations the sUAS must meet the requirements of §107.125. – To conduct Category 4 Operations the sUAS must meet the requirements of §107.140. <p>An sUAS may be eligible for one or more of the above categories as long as the remote PIC cannot inadvertently switch between modes or configurations of the categories.</p> <p>No person may operate an sUAS over a human being located inside a moving vehicle unless it meets one of the four operational categories for operations over people.</p> <ul style="list-style-type: none"> • To conduct Category 1 through 3 operations the sUAS must remain within or over a closed- or restricted-access site, all human beings made aware that an sUAS may fly over them, and the sUAS must not maintain sustained flight over the moving vehicle. • To conduct Category 4 operations the sUAS must have an airworthiness certificate and be operated in accordance with the operating limitations specified in an approved flight manual. <p>For all operations conducted under Category 2 and 3 the sUAS must meet a means of compliance (MOC) and be listed on a current Declaration of Compliance (DOC) with the FAA.</p> <p>The MOC must consist of a test, analysis, and inspection of procedures for the sUAS detailing how the sUAS meets the requirements of §107.120(a) for Category 2 and §107.130(a) for Category 3. The description should include conditions, environments, and methods, as applicable. In addition, this information needs to be submitted along with a compliance explanation of how application of the MOC fulfills the requirements of §107.120(a) and/or §107.130(a).</p> <p>If the FAA determines the sUAS meets the MOC for Category 2 or 3, the operator will then need to submit a DOC to the Administrator for approval. Once approved, the DOC must be retained along with all supporting information and made available to the Administrator upon request for a period of at least 2 years.</p>

1-22	1050	[B]	<p>The explanation and ACS code are changed to read:</p> <p><i>You may not operate an sUAS directly over another person unless that person is directly involved in the operation (such as a VO or other crewmember) or within a safe cover, such as inside a stationary vehicle or a protective structure that would protect a person from harm if the sUAS were to crash into that structure, or if the sUAS meets one the specified categories of Part 107 Subpart D. If operating in populated/inhabited areas, make a plan to keep non-participants clear, indoors, or under cover. (UA.I.E.K1) — 14 CFR §107.39</i></p>
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1-22	1051	[A]	<p>The question is changed to read:</p> <p>1051. To conduct Category 1 operations, a remote pilot in command must use a small unmanned aircraft that weighs</p> <p>A—0.55 pounds or less. B—0.65 pounds or less. C—0.75 pounds or less.</p> <p><i>To conduct Category 1 operations, a remote PIC must use an sUAS that weighs 0.55 pounds or less on takeoff and throughout the duration of each operation under Category 1, including everything that is on board or otherwise attached to the aircraft. (UA.I.E.K3a) — 14 CFR §107.110</i></p>
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Page Number	Question Number	Correct Answer	Explanation
1-22	1052	[A]	<p>The question is changed to read:</p> <p>1052. Which category of small unmanned aircraft must have an airworthiness certificate issued by the FAA?</p> <p>A—Category 4. B—Category 3. C—Category 2.</p> <p><i>To be eligible to operate over human beings under Category 4, the sUAS must: (1) have an airworthiness certificate issued under Part 21; (2) be operated in accordance with the operating limitations specified in the AFM or as otherwise specified by the Administrator (the operating limitations must not prohibit operations over human beings); and (3) have maintenance, preventive maintenance, alterations, or inspections performed. (UA.I.E.K3d) — 14 CFR §107.140</i></p>
1-22	1317	[A]	<p>The ACS code is changed to read:</p> <p>UA.I.E.K1</p>
1-22	1040	[B]	<p>A new question is added to read:</p> <p>1040. Which categories of operation require an FAA accepted current DOC?</p> <p>A—Categories 1 and 2. B—Categories 2 and 3. C—Categories 1 and 4.</p> <p><i>In order for an applicant to declare an sUAS is compliant with the requirements of Part 107 Subpart D for Category 2 or Category 3 operations, an applicant must submit a DOC for acceptance by the FAA in a manner specified by the Administrator. (UA.I.E.K13) — 14 CFR §107.160</i></p>
1-22	1274	[C]	<p>A new question is added to read:</p> <p>1274. You are conducting a Category 1 operation over a moving vehicle with a human being inside. Because of such operation, the small unmanned aircraft</p> <p>A—may not fly directly over the vehicle. B—may maintain sustained flight over the vehicle for any extended period of time. C—must not maintain sustained flight over the vehicle.</p> <p><i>For an operation under Category 1, Category 2, or Category 3, the sUAS must remain within or over a closed or restricted access site, and all human beings located inside a moving vehicle within the closed or restricted access site must be on notice that an sUAS may fly over them, and the sUAS must not maintain sustained flight over moving vehicles. (UA.I.E.K6) — 14 CFR §107.145</i></p>
1-23	Chapter text		<p>The bullet point “Operations over people” is removed.</p>
1-28	Chapter text		<p>The second and third paragraphs are changed to read:</p> <p>The Administrator may issue a CoW authorizing a deviation from any regulation specified in 14 CFR §107.205 as listed below:</p> <ul style="list-style-type: none"> • §107.25—Operation from a moving vehicle or aircraft. However, no waiver of this provision will be issued to allow the carriage of property of another by aircraft for compensation or hire. • §107.29(a)(2) and (b)—Anti-collision light required for operations at night and during periods of civil twilight. • §107.31—Visual line of sight aircraft operation. However, no waiver of this provision will be issued to allow the carriage of property of another by aircraft for compensation or hire. • §107.33—Visual observer. • §107.35—Operation of multiple small unmanned aircraft systems. • §107.37(a)—Yielding the right of way. • §107.39—Operation over people. • §107.41—Operation in certain airspace. • §107.51—Operating limitations for small unmanned aircraft. • §107.145—Operations over moving vehicles.

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Page Number	Question Number	Correct Answer	Explanation
			<p>After submitting your CoW application and supporting documentation via faadronezone.faa.gov, the FAA will determine if the proposed operation can be conducted safely. If the application is denied, you will receive notification stating the reasons for denial. If the waiver or authorization is granted, you will receive direct notification with:</p>
2-5	1350	[B]	<p>A new question is added to read:</p> <p>1350. 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 unmanned aircraft. The FAA has issued a TFR for the race in the area you plan to fly. In this situation</p> <p>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. C—flying your drone is allowed if you notify all non-participating people of the closed course small unmanned aircraft operation.</p> <p><i>A Certificate of Waiver or Authorization is required to operate an sUAS in an area where the FAA has issued a TFR. (UA.II.A.K3) — FAA-H-8083-25</i></p>
5-26	1351	[B]	<p>A new question is added to read:</p> <p>1351. When preparing for a night flight, what should a small unmanned aircraft pilot be aware of after assembling and conducting a preflight of an aircraft while using a bright flashlight or work light?</p> <p>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. C—The person should use a flashlight equipped with LED lights to facilitate their night vision.</p> <p><i>When preparing for a night flight, a remote pilot should wait approximately 30 minutes for their eyes to adjust to darkness after exposure to bright light. (UA.V.E.K8) — FAA-H-8083-25</i></p>