



# Update to Remote Pilot Test

Remote Pilot Test Prep 2022

August 2022

ASA-TP-UAS-22

With the following changes, ASA's *Remote Pilot Test Prep 2022* will prepare you for the FAA Remote Pilot Unmanned Aircraft General—Small (UAG) Knowledge Exam. This test continues 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 your test preparation.

## About the Test Changes

The FAA exams are “closed tests,” which means the database of questions used on the exam is not available to the public. However, the FAA identifies subjects that have been removed or added to a test, as well as pertinent information to ensure training and testing remain correlated, which, in turn, promotes a reliable certification system. The questions 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, though not exactly the same, questions on your official FAA exam. On the test, answer choices 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. While 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](mailto:cfi@asa2fly.com)

Page Number	Question Number	Correct Answer	Explanation
Throughout			<b>The FAA has changed the name of the NOTAM publication from “Notice to Airmen” to “Notice to Air Missions.” You may see both names while this transition takes place. The acronym NOTAM remains unchanged.</b>
1-14			<b>Under “sUAS Registration” subheading, a new sentence is added to the end of the first paragraph to read:</b>  A Certificate of Aircraft registration expires 3 years after the date of issue unless it is renewed.
1-15	1356	[B]	<b>A new question is added to read:</b> <b>1356.</b> How long is aircraft registration valid for? A—2 years. B—3 years. C—4 years.  <i>A Certificate of Aircraft registration expires 3 years after the date of issue unless it is renewed. (UA.I.B.K1) — 14 CFR §48.100</i>
1-17	1357	[A]	<b>A new question is added to read:</b> <b>1357.</b> Does an sUAS equipped with ADS-B meet the requirements for remote identification? A—No. B—Yes. C—Always.  <i>Automatic Dependent Surveillance–Broadcast (ADS-B) equipment cannot be used to comply with the remote identification requirements of this part. (UA.I.B.K28) — 14 CFR §89.125</i>

Page Number	Question Number	Correct Answer	Explanation
1-19	1352	[A]	<p><b>A new question is added to read:</b></p> <p><b>1352.</b> What should you do if there are high intensity pulsating lights in the area during a night flight?</p> <p>A—Determine if they are turned on full strength.  B—Ask them to be turned off.  C—Use first person view (FPV).</p> <p><i>The remote PIC may reduce the intensity of, but may not extinguish, the anti-collision lighting. (UA.I.B.K25) — 14 CFR §107.29</i></p>
1-19	1353	[C]	<p><b>A new question is added to read:</b></p> <p><b>1353.</b> How should the control station backlighting be set for night flight?</p> <p>A—As bright as possible.  B—As low as possible to maintain night vision.  C—Set to pulsating mode.</p> <p><i>The remote pilot must operate the sUAS at night with anti-collision lighting visible for at least 3 SM with a flash rate visible to avoid a collision. (UA.I.B.K25) — 14 CFR §107.29</i></p>
1-25	1354	[A]	<p><b>A new question is added to read:</b></p> <p><b>1354.</b> What is required to conduct Category 3 operations over people?</p> <p>A—Have a label displayed on the sUAS indicating eligibility to conduct category 3 operations.  B—Must be ADS-B equipped.  C—Must have an airworthiness certificate.</p> <p><i>To be eligible to operate over human beings under Category 3, the sUAS must meet a means of compliance (MOC) and be listed on a current Declaration of Compliance (DOC) with the FAA and display a label on the sUAS indicating Category 3 eligibility. (UA.I.E.K3c) — 14 CFR §107.125</i></p>
1-25	1355	[A]	<p><b>A new question is added to read:</b></p> <p><b>1355.</b> Who is responsible for making sure the sUAS is marked and listed on the declaration of compliance?</p> <p>A—The person who submits the declaration of compliance for the sUAS.  B—Owner or operator.  C—Remote PIC.</p> <p><i>The person who submits the declaration of compliance (DOC) is responsible for making sure the sUAS is marked and listed on the DOC. (UA.I.E.K12) — 14 CFR §107.160</i></p>
2-10	1360	[B]	<p><b>A new question is added to read:</b></p> <p><b>1360.</b> What is required when operating in Class B airspace?</p> <p>A—Operations in Class B airspace are prohibited.  B—The remote PIC or operator must receive an airspace authorization for operations in Class B airspace.  C—Two-way radio communication and ADS-B capabilities.</p> <p><i>No person may operate an aircraft within a Class B airspace area unless the operator receives an ATC clearance from the ATC facility having jurisdiction for that area before operating an aircraft in that area. (UA.II.A.K1a) — AIM ¶3-2-3</i></p>

Page Number	Question Number	Correct Answer	Explanation
-------------	-----------------	----------------	-------------

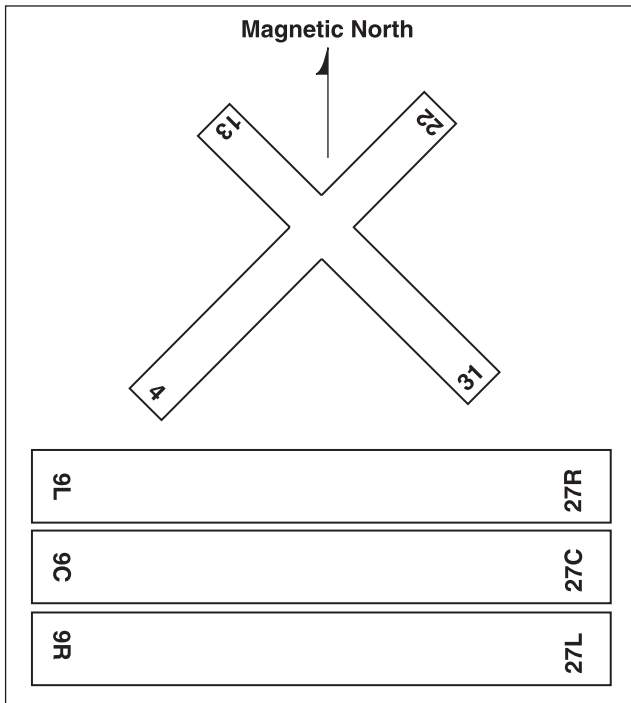
2-13 1358 [B] **A new question is added to read:**

**1358.** What is required when operating in an MOA?

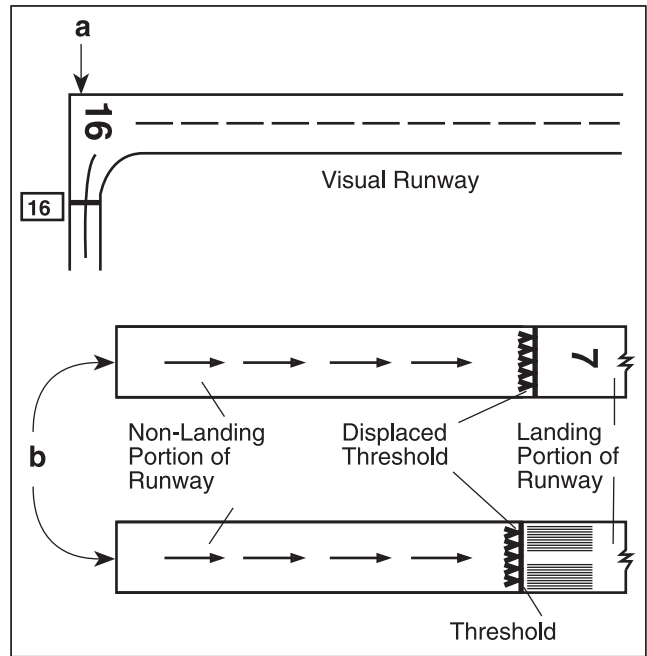
- A—Obtain authorization from the controlling agency prior to operating in the MOA.
- B—Exercise extreme caution when military activity is being conducted.
- C—Fly only along Military Training Routes (MTRs).

*Pilots should exercise extreme caution while flying within an MOA when military activity is being conducted. The activity status (active/inactive) of MOAs may change frequently. Therefore, pilots should contact ATC within 100 miles of the area to obtain accurate real-time information concerning the MOA hours of operation. While no clearance is necessary, prior to entering an active MOA, pilots should contact the controlling agency for traffic advisories. (UA.II.A.K2) — AIM ¶3-4-5*

2-22 **Figures 2-4 and 2-5 are corrected as shown below:**



**Figure 2-4.** Runway numbers and letters



**Figure 2-5.** Threshold marking

4-12 1203 [C] **The question wording is modified to read:**

**1203.** A stall occurs when the smooth airflow over the unmanned aircraft's wing/propeller(s) is disrupted, and the lift degrades rapidly. This is caused when the wing/propeller(s)