



Update to Remote Pilot Test

Remote Pilot Test Prep 2023

September 2023

ASA-TP-UAS-23

With the following changes, ASA's *Remote Pilot Test Prep 2023* 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.”

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

Page Number	Question Number	Correct Answer	Description of Change
Throughout			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.
1-19	1352	A	The explanation is changed to read: <i>The remote PIC should determine if the lights will be turned on and at what strength. While operating as remote PIC, avoid direct eye contact with the lighting to avoid ruining your night vision.</i>
1-19	1353	B	The correct answer is changed to B. The explanation is changed to read: <i>The remote PIC or person manipulating the controls should set the backlighting as low as possible to avoid bright light, which could potentially degrade the eyes’ night vision capabilities.</i>
1-19	1361	B	New question is added to read: 1361. At which frequency must the anti-collision lights flash during a nighttime operation? A—The anti-collision lights do not need to flash. B—The flash rate should be sufficient to avoid a collision. C—The flash rate must be at least 2 flashes per minute. <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.</i>

2-7 Chapter text

Figure 2-1 is revised as shown below:

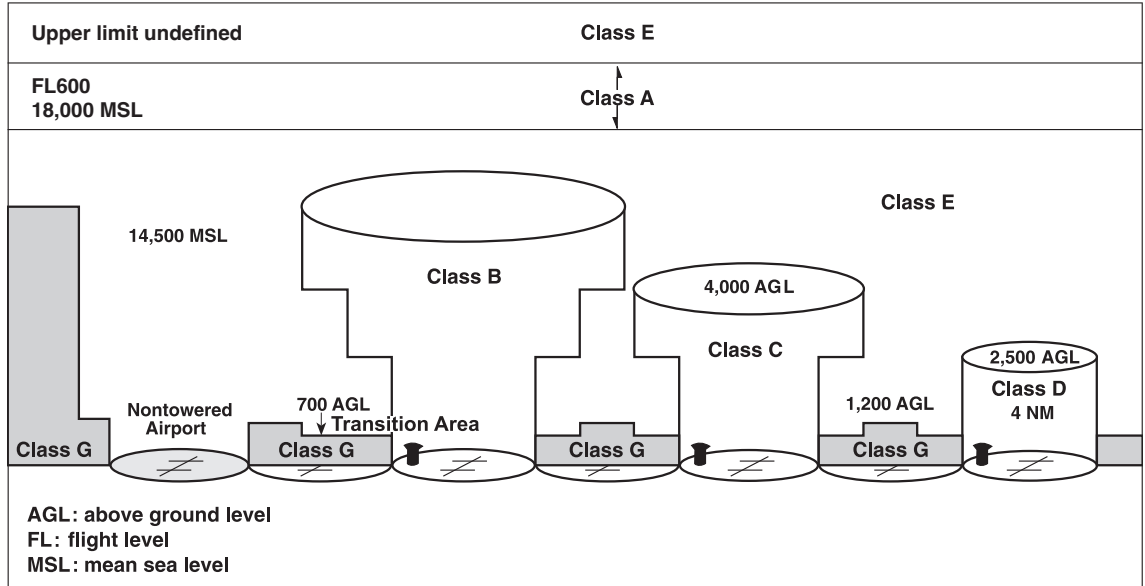


Figure 2-1. National Airspace System: airspace classification

2-8 Chapter text

The third sentence of the Class E description is changed to read:

All airspace from 14,500 feet to 17,999 feet and airspace above 60,000 feet is Class E airspace.

2-18 1362 A

New question is added to read:

1362. (Refer to Figure 21.) What is the lowest object altitude near the light blue line denoting V15?

- A—300 AGL.
- B—1200 AGL.
- C—700 AGL.

Obstruction altitudes are identified on sectionals along victor airways with blue numbers (elevation of the top above MSL) and another number in parentheses below (height AGL). The lowest object altitude along V15 is 2264 MSL, 300 AGL.

2-22

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

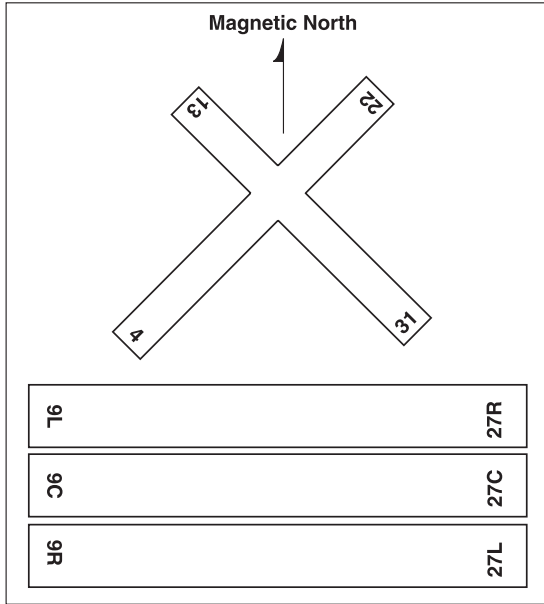


Figure 2-4. Runway numbers and letters

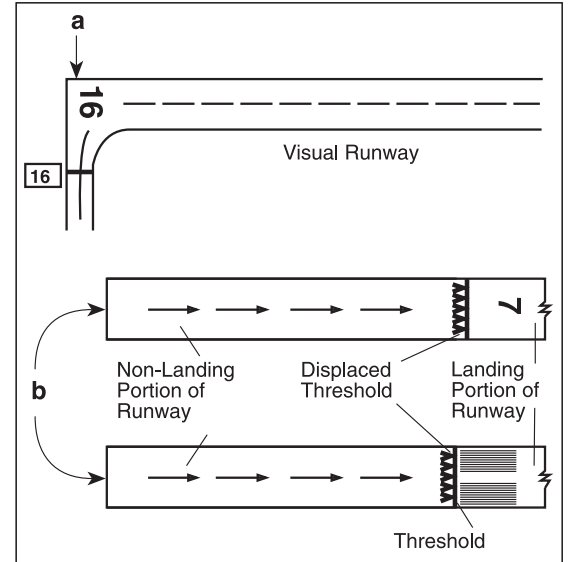


Figure 2-5. Threshold marking

Chapter 3

References AC 00-6 and AC 00-45 are changed to FAA-H-8083-28