



# Update to Remote Pilot Test

Remote Pilot Test Prep 2025–2026

June 2026

ASA-TP-UAS-25

With the following changes, ASA's *Remote Pilot Test Prep 2025–2026* will prepare you for the FAA Remote Pilot Unmanned Aircraft General—Small (UAG) Knowledge Test. 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 tests are “closed tests,” which means the database of questions used on the test 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 test. 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 test, 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 | Description of Change                                                                                                                                                                                                                                                                                                 |
|-------------|-----------------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| vi          |                 |                | <p><b>The eighth paragraph is updated to read:</b></p> <p><b>Aviation Supplies &amp; Academics, Inc.</b><br/>817 Walbridge Street<br/>Kalamazoo, Michigan 49007<br/>Email: <a href="mailto:cfi@asa2fly.com">cfi@asa2fly.com</a><br/>Phone: 425-235-1500<br/>Website: <a href="http://asa2fly.com">asa2fly.com</a></p> |

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The Remote Pilot Unmanned Aircraft General Table is updated to read:

| UAS Topics                  | Percentage of Items on Test |
|-----------------------------|-----------------------------|
| I. Regulations              | 48%                         |
| II. Airspace & Requirements | 20%                         |
| III. Weather                | 5%                          |
| IV. Loading and Performance | 2%                          |
| V. Operations               | 25%                         |

|                                                                                                                                                                                                                                                                                                                                   |                                                                           |  |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|--|--|
| ix                                                                                                                                                                                                                                                                                                                                | <b>The first paragraph under Retesting Procedures is revised to read:</b> |  |  |
| <p>Applicants retesting <b>after failure</b> are required to observe a 14-day waiting period and submit the AKTR indicating failure to the testing facility. The original failed AKTR shall be retained by the proctor and attached to the applicable sign-in/out log. The latest test taken will reflect the official score.</p> |                                                                           |  |  |

| Page Number | Question Number | Correct Answer | Description of Change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| xi          |                 |                | <p><b>A new section is added to read:</b></p> <p><b>Use of Figures on FAA Knowledge Tests</b></p> <p>Some sample FAA questions refer to figures or legends immediately following the question number (e.g., “1201. (Refer to Figure 14.)”). These figures and legends are taken from the Airman Knowledge Testing Supplement (FAA-CT-8080-2H) and are included at the back of this book for reference.</p> <p>During your actual test, this supplement is typically provided to you as a separate booklet at the testing center. However, in the computer-based testing system used by the Federal Aviation Administration and administered through providers such as PSI Services, these same figures may be embedded directly into test questions or accessed onscreen via an exhibit button.</p> <p>As testing continues to evolve, applicants should be prepared to use either a printed supplement or onscreen figures and be comfortable locating and interpreting both formats efficiently.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| xiii        |                 |                | <p><b>The NOTAM acronym is revised to read:</b></p> <p>NOTAM    Notice to Airmen</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Throughout  |                 |                | <p><b>Questions have been revised from second person (“you”) to third person (“remote pilot” or similar) wording.</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 1-15        |                 |                | <p><b>The Remote Identification (Remote ID) section is revised to read:</b></p> <p><b>Remote Identification (Remote ID)</b></p> <p>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 the control station (standard Remote ID) or takeoff location (broadcast module); a time mark; and emergency status (standard Remote ID drone only).</p> <p>This information helps the Federal Aviation Administration, law enforcement, and other federal agencies locate both the unmanned aircraft and its control source when a drone appears to be operating unsafely or in unauthorized airspace. Remote ID also establishes the safety and security foundation necessary for expanded and more complex unmanned aircraft operations in the future.</p> <p>It is important to understand that Remote ID is not an air traffic control surveillance system. Air traffic control (ATC) does not routinely receive or monitor Remote ID broadcasts, and Remote ID data is not integrated into radar systems or standard ATC displays. Instead, Remote ID is primarily intended for local reception by authorized parties using compatible receivers. While Remote ID supports overall airspace awareness and future integration efforts, it does not mean that ATC can see or track drones in real time through their normal systems.</p> <p>Effective September 16, 2023, no person may operate an unmanned aircraft within the airspace of the United States unless the operation complies with 14 CFR §89.110 (standard remote identification) or §89.115 (remote ID broadcast module), unless otherwise authorized by the FAA.</p> <p><b>Standard Remote ID</b> broadcasts identification and location information about both the unmanned aircraft and the control station. A standard Remote ID drone is manufactured with this capability built in and meets all rule requirements, including the ability to transmit emergency status.</p> <p><b>A Remote ID broadcast module</b> is an alternative compliance method that can be added to an unmanned aircraft to provide Remote ID capability. Unlike standard Remote ID, the module broadcasts the takeoff location instead of the control station location and does not include emergency status. Operations using a broadcast module are limited to visual line-of-sight (VLOS).</p> <p>The Certificate of Aircraft Registration for the unmanned aircraft must include either the serial number of the Remote ID broadcast module or the serial number of the unmanned aircraft. If applicable, this information must be provided to the FAA through the registration or notice of identification process prior to operation.</p> |

| Page Number | Question Number | Correct Answer | Description of Change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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|             |                 |                | <p>Remote ID must be actively broadcasting from takeoff through shutdown. If a Remote ID failure occurs during flight, the person manipulating the flight controls must land the unmanned aircraft as soon as practicable.</p> <p>Operations without Remote ID capability are only permitted when specifically authorized by the FAA, such as for aeronautical research or regulatory compliance testing, or when conducted within an <b>FAA-recognized identification area (FRIA)</b>. FRIAs are typically associated with community-based organizations or educational institutions that have received FAA approval to operate unmanned aircraft without Remote ID within a defined area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1-17        | 1367            | A              | <p><b>A new question is added to read:</b></p> <p><b>1367.</b> A drone is observed flying in a restricted area. Which entity is most likely to use Remote ID data to identify the operator?</p> <p>A—Law enforcement using a compatible receiver.<br/> B—ATC using radar displays.<br/> C—Airport ground control through radio communication.</p> <p><i>Remote ID is intended for local reception by authorized parties such as law enforcement—not ATC radar systems. (UA.I.F.K1) — AIM ¶11-4-4</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 1-17        | 1368            | C              | <p><b>A new question is added to read:</b></p> <p><b>1368.</b> Under which condition may a remote pilot operate an unmanned aircraft without Remote ID capability?</p> <p>A—When operating below 400 feet AGL.<br/> B—When operating in controlled airspace with ATC authorization.<br/> C—When operating within an FAA-recognized identification area (FRIA).</p> <p><i>Per 14 CFR Part 89, operations without Remote ID are only permitted within a FRIA or when specifically authorized by the Federal Aviation Administration. (UA.I.F.K1) — AIM ¶11-4-4</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 1-24        |                 |                | <p><b>The Operation Over Human Beings section is revised to read:</b></p> <p><b>Operations Over Human Beings and Moving Vehicles</b></p> <p>Under Part 107, operations over human beings are prohibited unless specific conditions are met. The regulations distinguish between operations over people (§107.39) and operations over moving vehicles (§107.145).</p> <p>A remote pilot-in-command (PIC) may operate an sUAS over a person only if that individual is directly participating in the operation or is located under a covered structure or inside a stationary vehicle that provides reasonable protection from a falling aircraft.</p> <p>Operations over people are also permitted if the sUAS meets the requirements of one of the four operational categories established in Subpart D:</p> <ul style="list-style-type: none"> <li>• Category 1 (§107.110)—Very small, low-mass aircraft. If they impact a person, the injury risk is minimal. Operation over people does not require additional approval if criteria is met.</li> <li>• Category 2 (§107.115)—Heavier than Category 1. Specific design requirements to minimize injury risk. Operational restrictions apply. See compliance requirements below.</li> <li>• Category 3 (§107.125)—Similar to Category 2, but with more restrictive design requirements and operational conditions. See compliance requirements below.</li> <li>• Category 4 (§107.140)—Applies to certificated aircraft and requires an airworthiness certificate.</li> </ul> <p>An sUAS may qualify for more than one category; however, the remote PIC must ensure the aircraft cannot inadvertently switch configurations in a way that would result in noncompliance.</p> <p>Operations over human beings inside moving vehicles are generally prohibited unless the operation meets the requirements of one of the four operational categories. For Categories 1 through 3, operations over moving vehicles are only permitted under tightly controlled conditions:</p> <ul style="list-style-type: none"> <li>• The operation must occur within a closed- or restricted-access site.</li> <li>• All persons must be notified that a drone may operate overhead.</li> <li>• The sUAS must not maintain sustained flight over moving vehicles.</li> </ul> |

| Page Number | Question Number | Correct Answer | Description of Change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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|             |                 |                | <p>For Category 4, the requirements shift from operational limitations to aircraft certification. The sUAS must have a valid airworthiness certificate and be operated in accordance with the limitations specified in its approved flight manual.</p> <p>For operations conducted under Categories 2 and 3, compliance is demonstrated through a manufacturer-developed means of compliance (MOC), which must be accepted by the FAA. The MOC consists of testing, analysis, and inspection procedures that demonstrate the aircraft meets the applicable safety requirements. Specifically, the MOC must show compliance with:</p> <ul style="list-style-type: none"> <li>• §107.120(a) for Category 2.</li> <li>• §107.130(a) for Category 3.</li> </ul> <p>It must also clearly describe the conditions, environments, and methods used to verify compliance.</p> <p>Once the FAA accepts the MOC, the manufacturer must submit a declaration of compliance (DOC). The sUAS must be listed on an FAA-accepted DOC before it can be used for Category 2 or 3 operations. Key DOC requirements include:</p> <ul style="list-style-type: none"> <li>• Must be retained and available to the FAA upon request.</li> <li>• Must be kept for at least 2 years after the sUAS is no longer used under Category 2 or 3.</li> </ul> |
| 1-25        | 1363            | A              | <p><b>A new question is added to read:</b></p> <p><b>1363.</b> Which condition must be met to operate a small UAS over moving vehicles under Category 2 operations?</p> <p>A—The operation must occur within a closed- or restricted-access site and people must be notified.<br/> B—The aircraft must have an airworthiness certificate.<br/> C—Sustained flight over moving vehicles is permitted if below 100 feet AGL.</p> <p><i>For Categories 1–3, operations over moving vehicles are only permitted within a closed- or restricted-access site where all persons have been notified. Sustained flight over moving vehicles is not permitted. (UA.I.E.K6) — 14 CFR §107.145</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 1-25        | 1364            | C              | <p><b>A new question is added to read:</b></p> <p><b>1364.</b> Which combination of conditions is required to legally operate a small UAS over people at night?</p> <p>A—Visual line of sight and anti-collision lighting.<br/> B—Compliance with an operational category and anti-collision lighting only.<br/> C—Compliance with an operational category, anti-collision lighting, and remote PIC night training.</p> <p><i>The operation must meet both §107.29: Operation at night, which requires training and anti-collision lighting, and §107.39: Operation over human beings, which requires an operational category. (UA.I.E.K2) — 14 CFR §107.29 and §107.39</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1-25        | 1369            | A              | <p><b>A new question is added to read:</b></p> <p><b>1369.</b> A remote PIC is preparing to conduct a Part 107 operation over an open-air assembly of people using a small unmanned aircraft labeled as Category 3. What is the remote PIC's responsibility regarding the declaration of compliance (DOC)?</p> <p>A—Ensure the aircraft has an accepted declaration of compliance on file with the Federal Aviation Administration and confirm the operation meets Category 3 operational limitations.<br/> B—Submit a declaration of compliance to the FAA prior to conducting the operation.<br/> C—Verify that all people in the area have been notified of the operation and have provided consent.</p> <p><i>The remote PIC must verify that the aircraft has an FAA-accepted DOC and that the operation complies with Category 3 restrictions (such as limitations on sustained flight over open-air assemblies). The PIC does not submit the DOC—that is the manufacturer's responsibility. (UA.I.E.K13) — 14 CFR §107.130</i></p>                                                                                                                                                                                                                                                                                      |

| Page Number | Question Number | Correct Answer | Description of Change |
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1-27      **The Privacy and Other Considerations section is revised to read:**

## Privacy, Enforcement, and Other Considerations

No person may operate a small unmanned aircraft system (sUAS) in a careless or reckless manner that would endanger the life or property of another. Part 107 also prohibits allowing any object to be dropped from an sUAS in a manner that creates an undue hazard. Examples of hazardous or noncompliant operations include:

- Interfering with manned aircraft operations
- Operating over persons not directly participating in the operation (unless compliant with current operational categories)
- Loading the sUAS beyond its capabilities, resulting in loss of control

A remote pilot may transport property for compensation or hire provided all Part 107 requirements are met:

- The total weight of the aircraft, including payload, must not exceed 55 pounds
- Operations are generally limited to intrastate flights
- No object may be dropped in a manner that creates a hazard
- Operations may not be conducted from a moving land vehicle or waterborne vessel
- Hazardous materials are prohibited

As with all Part 107 operations, property transport must be conducted within visual line of sight (VLOS), and this requirement cannot be waived. Additionally, operations from a moving vehicle or aircraft for compensation or hire are not permitted and cannot be waived. The remote pilot in command must maintain continuous awareness of the aircraft's position, altitude, attitude, and direction to ensure separation from other aircraft, comply with right-of-way rules, and maintain safe control.

Other laws, including state and local privacy and property protections, may also apply. The remote PIC is responsible for understanding and complying with these requirements prior to flight. The Department of Commerce, through the National Telecommunications and Information Administration (NTIA), has published best practices that emphasize privacy, transparency, and accountability in sUAS operations.

From an enforcement standpoint, the FAA continues to prioritize unsafe or hazardous drone operations, particularly those involving airspace violations, operations over people, and interference with manned aircraft. Enforcement actions may include warnings, civil penalties, certificate actions, or legal enforcement depending on the severity of the violation.

The FAA's Drone Expedited and Targeted Enforcement Response (DETER) program introduces a more streamlined enforcement pathway. For lower-risk or first-time violations, operators may be offered expedited resolution if they acknowledge the violation and accept corrective action, often resulting in reduced penalties and faster case closure. However, more serious violations—such as operating in restricted airspace, repeated noncompliance, or actions that create a safety hazard—are handled through standard FAA enforcement processes and may result in significant penalties.

The key takeaway is that enforcement is becoming more consistent and more immediate. Remote pilots are expected to operate with the same level of responsibility as any other airspace user from the outset.

1-28      1372      **B**      **A new question is added to read:**

**1372.** Under the FAA's Drone Expedited and Targeted Enforcement Response (DETER) program, which situation would most likely qualify for expedited enforcement?

- A—A drone operation that creates a midair collision hazard with a manned aircraft.  
 B—A first-time, low-risk violation where the operator admits the violation and accepts corrective action.  
 C—A repeat violation involving intentional flight in restricted airspace.

*The DETER program is intended to resolve certain first-time, lower-risk violations more quickly when the operator admits the violation and agrees to corrective action. More serious, intentional, or repeat violations are handled through standard FAA enforcement processes. (UA.I.A.K1) — faa.gov*

| Page Number | Question Number | Correct Answer | Description of Change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| 1-31        |                 |                | <p><b>The Waivers section is revised to read:</b></p> <p><b>Waivers</b></p> <p>If the remote PIC determines that the operation cannot be conducted within the regulatory structure of Part 107, they are responsible for applying for a Certificate of Waiver (CoW) and proposing a safe alternative to the operation. This CoW will allow an sUAS operation to deviate from certain provisions of Part 107 as long as the Federal Aviation Administration finds that the proposed operation can be safely conducted under the terms of that CoW.</p> <p>A waiver is not an exception to safety requirements; it is a formal approval based on the operator demonstrating an equivalent level of safety through detailed procedures, risk mitigation strategies, and operational planning.</p> <p>Today, the FAA uses a risk-based evaluation process, meaning applicants must clearly describe:</p> <ul style="list-style-type: none"> <li>• The operation being conducted (concept of operations/ConOps).</li> <li>• Hazards and risks involved.</li> <li>• Mitigation strategies to maintain safe operations.</li> </ul> <p>In many cases, especially for advanced operations like BVLOS, the FAA closely evaluates how the remote pilot will detect and avoid other aircraft and maintain control of the aircraft at all times.</p> <p>FAA guidance has been updated to provide context for operations that require waivers under Part 107 rules. It is important to understand that not all operations require waivers. Night operations, operations over people, and operations over moving vehicles may be conducted without a waiver if all regulatory requirements are met (e.g., anti-collision lighting, operational categories). As a result, waivers are now primarily used for higher-risk or complex operations like the following:</p> <ul style="list-style-type: none"> <li>• Beyond visual line of sight (BVLOS).</li> <li>• Operations outside standard safety limits (altitude, speed, etc.).</li> <li>• Unique or nonstandard mission profiles.</li> </ul> <p>The FAA is also moving toward a more scalable system for advanced operations. Proposed future rules (such as Part 108) are expected to reduce reliance on individual waivers by creating standardized approval pathways for operations like BVLOS.</p> <p>The Administrator may issue a CoW authorizing deviation from the following regulations as specified in 14 CFR §107.205:</p> <ul style="list-style-type: none"> <li>• §107.25—Operation from a moving vehicle or aircraft. No waiver will be issued to allow carriage of property for compensation or hire.</li> <li>• §107.29—Daylight operation. Now mainly applies when operations cannot meet current night requirements (e.g., 3 SM anti-collision lighting).</li> <li>• §107.31—Visual line of sight (VLOS). Commonly waived for BVLOS operations.</li> <li>• §107.33—Visual observer.</li> <li>• §107.35—Operation of multiple sUAS.</li> <li>• §107.37(a)—Yielding the right-of-way. Even under a waiver, unmanned aircraft must still avoid manned aircraft.</li> <li>• §107.39—Operation over people. Many operations now allowed under Categories 1 through 4; waiver required if outside those categories.</li> <li>• §107.41—Operation in certain airspace. Typically handled through LAANC or airspace authorization, not a waiver.</li> <li>• §107.51—Operating limitations (altitude, speed, visibility, etc.).</li> <li>• §107.145—Operations over moving vehicles.</li> </ul> <p>After a CoW application and supporting documentation are submitted via <a href="https://aviationsafetyportal.faa.gov">aviationsafetyportal.faa.gov</a>, the FAA determines whether the proposed operation can be conducted safely. Key considerations in approval:</p> <ul style="list-style-type: none"> <li>• Completeness of safety case.</li> <li>• Operational procedures and crew coordination.</li> <li>• Reliability of command and control systems.</li> <li>• Ability to mitigate risks to people and other aircraft.</li> </ul> |



| Page Number | Question Number | Correct Answer | Description of Change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|             |                 |                | <p>If denied, the FAA will provide reasons for denial. If approved, you will receive:</p> <ul style="list-style-type: none"> <li>• FAA Form 7711-1, Certificate of Waiver or Authorization.</li> <li>• Specific special provisions and limitations.</li> </ul> <p>These provisions become regulatory requirements for the waiver holder and must be strictly followed.</p>                                                                                                                                                                                                                                                                                                                                                                                          |
| 1-32        | 1370            | B              | <p><b>A new question is added to read:</b></p> <p><b>1370.</b> A remote pilot plans to conduct a drone inspection beyond visual line of sight (BVLOS) in a rural area. The operation cannot be conducted within standard Part 107 limitations. What is required before conducting this operation?</p> <p>A—Submit a request through LAANC for airspace authorization.<br/> B—Apply for a Certificate of Waiver and demonstrate how the operation can be conducted safely.<br/> C—Notify the nearest airport and begin operations once acknowledgement is received.</p> <p><i>BVLOS operations are not permitted under standard Part 107 and require a waiver. The FAA requires a detailed safety case demonstrating risk mitigation. (UA.I.D.K1) — AC 107-2</i></p> |
| 2-3         |                 |                | <p><b>In the NOTAMs section, the first sentence is revised to read:</b></p> <p><b>Notices to Airmen (NOTAMs)</b> provide the most current information available and can be found by visiting faa.gov, or obtained from the FAA's Flight Service by referencing <b>1800wxbrief.com</b>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 2-3         |                 |                | <p><b>In the NOTAMs section, the last two sentences of the second paragraph are revised to read:</b></p> <p>NOTAM (D)s and FDC NOTAMs are contained in the Notices to Airmen publication, which is issued every 28 days. Prior to any flight, all types of pilots must check for any NOTAMs that could affect their intended flight.</p>                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2-4         | 1067            | A              | <p><b>Answer stem B is revised to read:</b></p> <p>B—Notice to Airmen (NOTAM)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 2-5         | 1071            | A              | <p><b>Answer stem A and the explanation are revised to read:</b></p> <p>A—Notices to Airmen (NOTAMs)</p> <p><i>Notices to Airmen (NOTAMs) provide the most current information available. They provide time-critical information on airports and changes that affect the NAS. (UA.II.B.K5) — FAA-H-8083-25</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 2-18        | 1333            | B              | <p><b>Answer stem C is revised to read:</b></p> <p>C—Aeronautical Information Manual</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2-26        | 1129            | C              | <p><b>The explanation is revised to read:</b></p> <p><i>Runway hold position markings consist of two solid and two dashed yellow lines. The solid lines are on the taxiway side and indicate you must not cross without clearance, while the dashed lines are on the runway side. Therefore, being on the solid line side means you are on the taxiway, and the dashed line side indicates the runway. (UA.V.B.K3) — AIM ¶2-3-4</i></p> <p><i>Answer (A) is incorrect because the dashed lines indicate the runway side. Answer (B) is incorrect because dashed white centerline markings are used on runways and are not related to hold position markings.</i></p>                                                                                                |

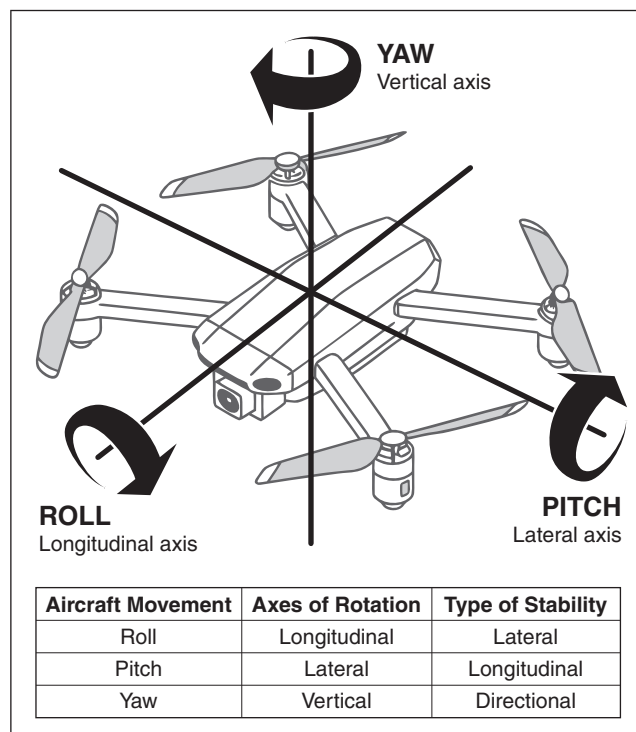
| Page Number | Question Number | Correct Answer | Description of Change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| 3-5         | 1141            | B              | <p><b>The correct answer is B and the explanation is revised to read:</b></p> <p><i>A strong, steady wind from the north will produce a tailwind when flying south toward the target area and a headwind when returning. Strong winds can increase battery consumption and may exceed the performance limits of the sUAS, making recovery more difficult. However, because the wind is steady and the operation is conducted in an open field with no obstructions, significant turbulence is unlikely. (UA.III.B.K1b) — FAA-H-8083-25, 14 CFR §107.49</i></p> <p><i>Answer (A) is incorrect because strong winds can increase battery usage. Answer (C) is incorrect because wind conditions could exceed the sUAS's performance capabilities.</i></p> |

4-3

**The last two paragraphs and Figure 4-1 are replaced to read:**

Unmanned aircraft systems (UAS), commonly referred to as drones, use flight control systems that differ from traditional airplanes because they are controlled electronically rather than through direct mechanical pilot inputs. A drone's primary flight control system typically consists of the motors, propellers, electronic speed controllers (ESCs), and flight controller, which work together to control pitch, roll, yaw, and altitude. See Figure 4-1.

Secondary systems may include GPS stabilization, obstacle avoidance systems, automated flight modes, return-to-home functions, and payload stabilization systems, such as camera gimbals. These secondary systems enhance the performance, stability, safety, and operational capability of the drone while reducing pilot workload.



**Figure 4-1.** UAS axes of rotation

4-4

1300

C

**The question is revised to read:**

**1300.** What type of stability is associated with roll movement in a drone?

- A—Longitudinal stability.
- B—Directional stability.
- C—Lateral stability.

*Roll movement occurs about the drone's longitudinal axis and affects side-to-side motion. Stability associated with roll is called lateral stability, which helps the drone maintain balanced and controlled flight. (UA.IV.A.K1b) — FAA-H-8083-25*

*Answer (A) is incorrect because longitudinal stability is associated with pitch movement. Answer (B) is incorrect because directional stability is associated with yaw movement.*



| Page Number | Question Number | Correct Answer | Description of Change |
|-------------|-----------------|----------------|-----------------------|
|-------------|-----------------|----------------|-----------------------|

5-5      **The Communications Procedures section is revised to read:**

## Communication Procedures

A remote pilot operating under 14 CFR Part 107 is not typically required—and is generally not authorized—to transmit on air traffic control (ATC) or aviation radio frequencies during normal operations. Most sUAS flights, particularly in Class G airspace or in controlled airspace with authorization (e.g., LAANC), are coordinated electronically rather than by radio. While monitoring aviation frequencies is permitted and encouraged for situational awareness, transmitting without proper authorization is restricted under Federal Communications Commission rules. Standard airband communication is intended for certificated pilots and ATC, not typical Part 107 operators.

The FAA discourages unnecessary transmissions, as improper or excessive radio use can clutter frequencies, interfere with critical communications, and increase the risk of confusion in congested airspace. Remote pilots should rely on approved digital authorization systems (e.g., LAANC) for routine coordination rather than attempting to contact ATC by radio.

Radio communication should be limited to situations where it directly enhances safety and with proper approval. This may include operations near nontowered airports, where monitoring or occasional self-announcing on CTAF can improve situational awareness, or rare cases near towered airports when specifically requested by ATC. In emergencies, such as a lost-link event or a drone posing a hazard, using any available means, including aviation radio, may be appropriate to mitigate risk. Larger UAS operating under IFR may communicate directly with ATC, but this does not apply to typical Part 107 operations.

## Crewmember Communication and Coordination

Effective communication between the remote PIC and all crewmembers is essential for safe operations. The FAA requires coordination to ensure both hazard awareness and aircraft tracking are continuously maintained. At a minimum, the crew must scan for other aircraft and hazards while maintaining visual line of sight (VLOS) and awareness of the sUAS position.

The remote PIC should establish clear communication procedures prior to flight, select a reliable and non-distracting method of communication, and maintain continuous coordination throughout the operation. Crewmembers should be kept informed of changing conditions so that timely adjustments can be made. When used, a **visual observer** (VO) plays a critical role by maintaining visual contact with the aircraft and surrounding airspace and relaying hazards or traffic to the remote PIC so appropriate action can be taken. Some standard aviation phraseology is outlined in Figure 5-1.

## Standard Aviation Communication Practices

Aviation communication relies on clarity, brevity, and standardization, as outlined in Chapter 11 of the *Aeronautical Information Manual*. Even though most remote pilots will not routinely transmit, understanding proper procedures is essential.

When communication is used, pilots should listen before transmitting, think through their message, and speak clearly in a normal tone. Transmissions should be brief and structured to clearly convey who you are, where you are, and what you intend to do. Maintaining awareness of both active transmissions and unexpected silence is also important, as a lack of communication may indicate a problem.

## Phonetic Alphabet, Numbers, and Time

Aviation uses standardized pronunciation to reduce confusion, particularly in busy or noisy environments. The phonetic alphabet (e.g., Alpha, Bravo, Charlie) is used to clearly identify letters and call signs, especially when conditions make normal speech difficult to understand. See Figure 5-2.

Numbers are also standardized. The number five is spoken as “fife” and nine as “niner” to avoid confusion with similar-sounding words. Headings, courses, and wind directions are spoken digit by digit, for example, 360 degrees is spoken as “three six zero.” Altitudes and large numbers include descriptors, such as “four thousand five hundred,” and speeds are stated with units, such as “eighty-seven knots.” Time is typically expressed using the 24-hour clock, often in Coordinated Universal Time (UTC) referred to as “Zulu” time (e.g., 1500Z spoken as “one five zero zero Zulu”).

|                              |                                                                                                                                                                                                                                                                               |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>“Acknowledge”</b>         | Let me know that you have received my message.                                                                                                                                                                                                                                |
| <b>“Advise intentions”</b>   | Tell me what you plan to do.                                                                                                                                                                                                                                                  |
| <b>“Affirmative”</b>         | Yes.                                                                                                                                                                                                                                                                          |
| <b>“Final”</b>               | Commonly used to mean that an aircraft is on the final approach course or is aligned with a landing area.                                                                                                                                                                     |
| <b>“Hold for”</b>            | (takeoff clearance, release, landing/taxiing aircraft, etc.) Stay in place where you are currently located.                                                                                                                                                                   |
| <b>“Hold short”</b>          | November 477ZA, runway four, taxi via Echo, hold short runway two five at taxiway Delta.                                                                                                                                                                                      |
| <b>“How do you hear me?”</b> | A question relating to the quality of the transmission or to determine how well the transmission is being received.                                                                                                                                                           |
| <b>“Immediately”</b>         | Used by ATC or pilots when such action compliance is required to avoid an imminent situation.                                                                                                                                                                                 |
| <b>“Line up and wait”</b>    | Used by ATC to inform a pilot to taxi onto the departure runway in takeoff position and line up and wait. <i>It is not authorization for takeoff.</i> It is used when takeoff clearance cannot immediately be issued because of traffic or other reasons.                     |
| <b>“Negative”</b>            | “No” or “permission not granted” or “that is not correct.”                                                                                                                                                                                                                    |
| <b>“Read back”</b>           | Repeat my message back to me.                                                                                                                                                                                                                                                 |
| <b>“Roger”</b>               | I have received all of your last transmission. <i>Should not be used to answer a question requiring a yes or no answer.</i>                                                                                                                                                   |
| <b>“Stand by”</b>            | Means the controller or pilot must pause for a few seconds, usually to attend to other duties of a higher priority. Also means to wait, as in “stand by for clearance.” The caller should reestablish contact if a delay is lengthy. “Stand by” is not an approval or denial. |
| <b>“Unable”</b>              | Indicates inability to comply with a specific instruction, request, or clearance.                                                                                                                                                                                             |
| <b>“Verify”</b>              | Request confirmation of information (for example, “verify assigned altitude”).                                                                                                                                                                                                |
| <b>“WILCO”</b>               | I have received your message, understand it, and will comply with it.                                                                                                                                                                                                         |
| <b>“Without delay”</b>       | With a sense of urgency, proceed with approved instructions in a rapid manner.                                                                                                                                                                                                |

**Figure 5-1.** Standard aviation phraseology

| Character | Telephony | Phonic (Pronunciation)          |
|-----------|-----------|---------------------------------|
| A         | Alfa      | (AL-FAH)                        |
| B         | Bravo     | (BRAH-VOH)                      |
| C         | Charlie   | (CHAR-LEE) or (SHAR-LEE)        |
| D         | Delta     | (DELL-TAH)                      |
| E         | Echo      | (ECK-OH)                        |
| F         | Foxtrot   | (FOKS-TROT)                     |
| G         | Golf      | (GOLF)                          |
| H         | Hotel     | (HOH-TEL)                       |
| I         | India     | (IN-DEE-AH)                     |
| J         | Juliett   | (JEW-LEE-ETT)                   |
| K         | Kilo      | (KEY-LOH)                       |
| L         | Lima      | (LEE-MAH)                       |
| M         | Mike      | (MIKE)                          |
| N         | November  | (NO-VEM-BER)                    |
| O         | Oscar     | (OSS-CAH)                       |
| P         | Papa      | (PAH-PAH)                       |
| Q         | Quebec    | (KEH-BECK)                      |
| R         | Romeo     | (ROW-ME-OH)                     |
| S         | Sierra    | (SEE-AIR-RAH)                   |
| T         | Tango     | (TANG-GO)                       |
| U         | Uniform   | (YOU-NEE-FORM) or (OO-NEE-FORM) |
| V         | Victor    | (VIK-TAH)                       |
| W         | Whiskey   | (WISS-KEY)                      |
| X         | Xray      | (ECKS-RAY)                      |
| Y         | Yankee    | (YANG-KEY)                      |
| Z         | Zulu      | (ZOO-LOO)                       |
| 1         | One       | (WUN)                           |
| 2         | Two       | (TOO)                           |
| 3         | Three     | (TREE)                          |
| 4         | Four      | (FOW-ER)                        |
| 5         | Five      | (FIFE)                          |
| 6         | Six       | (SIX)                           |
| 7         | Seven     | (SEV-EN)                        |
| 8         | Eight     | (AIT)                           |
| 9         | Nine      | (NIN-ER)                        |
| 0         | Zero      | (ZEE-RO)                        |

**Figure 5-2.** Phonetic alphabet

## Airport Communication and CTAF Use

At airports without an operating control tower, pilots use the Common Traffic Advisory Frequency (CTAF) to announce position and intentions. Remote pilots may monitor these frequencies and, when it enhances safety, make limited transmissions using standard phraseology. See Figure 5-3.

When transmitting on CTAF:

- Include the airport name at the beginning and end.
- State position, altitude (AGL), and activity.
- Keep the call brief and clear.

Example: "Kalamazoo traffic, unmanned aircraft operating 2 miles east at 200 feet AGL, Kalamazoo traffic."

## ATC Interaction and Traffic Awareness

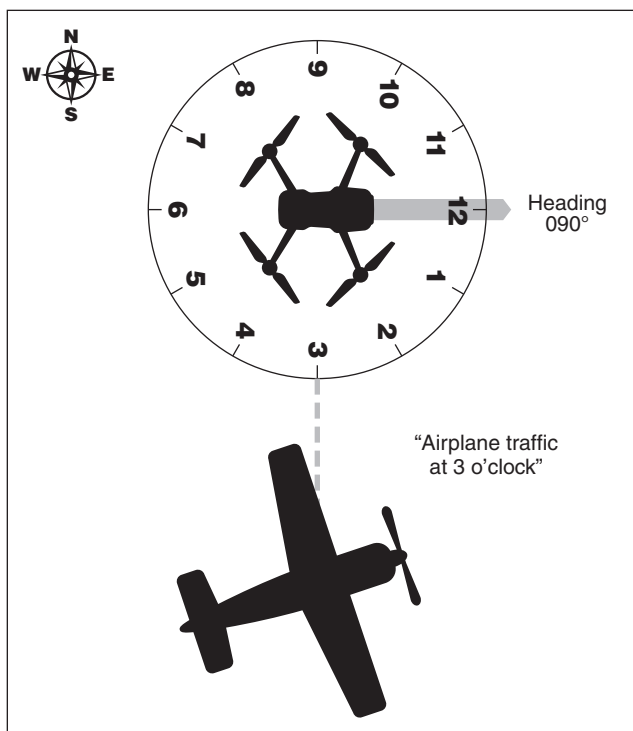
ATC may provide traffic advisories using the clock position system, where 12 o'clock represents the direction of travel and each position corresponds to 30 degrees. For example, traffic at the "3 o'clock" position would be to the right of the aircraft's direction of movement. See Figure 5-4.

Remote pilots should understand that these advisories are based on radar information and may not reflect exact positions. Visual scanning and effective crew coordination remain the primary means of detecting and avoiding other aircraft.

|                                   |                                                                                                                                                                                    | Communication/Broadcast Procedures                             |                                                                       |                                                                           |
|-----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------------------------|---------------------------------------------------------------------------|
| Facility at Airport               | Frequency Use                                                                                                                                                                      | Outbound                                                       | Inbound                                                               | Practice Instrument Approach                                              |
| 1 UNICOM (No Tower or FSS)        | Communicate with UNICOM station on published CTAF frequency (122.7, 122.8, 122.725, 122.975, or 123.0). If unable to contact UNICOM station, use self-announce procedures on CTAF. | Before taxiing and before taxiing on the runway for departure. | 10 miles out. Entering downwind, base, and final. Leaving the runway. |                                                                           |
| 2 No Tower, FSS, or UNICOM        | Self-announce on MULTICOM frequency 122.9.                                                                                                                                         | Before taxiing and before taxiing on the runway for departure. | 10 miles out. Entering downwind, base, and final. Leaving the runway. | Departing final approach fix (name) or on final approach segment inbound. |
| 3 No Tower in operation, FSS open | Communicate with FSS on CTAF frequency.                                                                                                                                            | Before taxiing and before taxiing on the runway for departure. | 10 miles out. Entering downwind, base, and final. Leaving the runway. | Approach completed/terminated.                                            |
| 4 FSS closed (No Tower)           | Self-announce on CTAF.                                                                                                                                                             | Before taxiing and before taxiing on the runway for departure. | 10 miles out. Entering downwind, base, and final. Leaving the runway. |                                                                           |
| 5 Tower or FSS not in operation   | Self-announce on CTAF.                                                                                                                                                             | Before taxiing and before taxiing on the runway for departure. | 10 miles out. Entering downwind, base, and final. Leaving the runway. |                                                                           |

**Figure 5-3.** Summary of recommended communications procedures

| Page Number | Question Number | Correct Answer | Description of Change |
|-------------|-----------------|----------------|-----------------------|
|-------------|-----------------|----------------|-----------------------|



**Figure 5-4.** Traffic advisories are issued based on direction of flight, not the aircraft heading

|     |      |  |                          |
|-----|------|--|--------------------------|
| 5-9 | 1217 |  | The question is removed. |
|-----|------|--|--------------------------|

|     |      |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-----|------|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5-9 | 1365 | B | <p><b>A new question is added to read:</b></p> <p><b>1365.</b> When is a remote pilot operating under Part 107 typically allowed to transmit on ATC frequencies?</p> <p>A—Anytime operating in controlled airspace.<br/> B—Only when specifically authorized or in an emergency.<br/> C—Whenever monitoring CTAF.</p> <p><i>Part 107 pilots are generally not authorized to transmit on ATC frequencies. Transmission is limited to situations where it is specifically authorized by ATC or necessary for safety, such as an emergency. (UA.V.A.K2) — AIM ¶11-8-2</i></p> |
|-----|------|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|     |      |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----|------|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5-9 | 1366 | B | <p><b>A new question is added to read:</b></p> <p><b>1366.</b> A remote pilot plans to operate a small UAS at 200 feet AGL within Class D airspace near a towered airport. The pilot has not yet obtained authorization and considers calling the control tower on the radio to request permission. What is the most appropriate action?</p> <p>A—Contact the control tower by radio and request verbal authorization.<br/> B—Submit an authorization request through LAANC or another approved FAA system before the operation.<br/> C—Proceed with the operation if no aircraft are observed in the area.</p> <p><i>Under 14 CFR Part 107, operations in controlled airspace require prior authorization, which is typically obtained through LAANC or other FAA-approved systems. Remote pilots should not contact ATC by radio for routine authorization requests. (UA.V.A.K1) — AIM ¶11-8-2</i></p> |
|-----|------|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

| Page Number | Question Number | Correct Answer | Description of Change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------|-----------------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5-9         | 1371            | C              | <p><b>A new question is added to read:</b></p> <p><b>1371.</b> A remote pilot monitoring UNICOM hears no transmissions for several minutes. The pilot assumes no aircraft are nearby and continues operations. Moments later, a manned aircraft passes through the area without making a radio call. What does this scenario demonstrate?</p> <p>A—UNICOM is not functioning properly.<br/> B—All aircraft are required to continuously transmit on UNICOM.<br/> C—Not all aircraft transmit, so lack of radio traffic does not guarantee a clear airspace.</p> <p><i>Some aircraft may not be transmitting as UNICOM transmissions are not mandatory or may be outside radio range. Visual scanning is always required. (UA.V.A.K4) — AIM ¶4-1-9</i></p> |
| 5-10        | 1220            |                | <b>The question is removed.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5-10        | 1221            |                | <b>The question is removed.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5-11        | 1225            |                | <b>The question is removed.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5-12        | 1227            | B              | <p><b>The explanation is revised to read:</b></p> <p><i>FSS is an air traffic facility that provides pilot briefings, enroute communications, and VFR search-and-rescue services, assists lost aircraft and aircraft in emergency situations, relays ATC clearances, originates Notices to Airmen, broadcasts aviation weather and NAS information, receives and processes IFR flight plans, and monitors NAVAIDs. In addition, FSS takes weather observations, issues airport advisories, advises customs and immigration of transborder flights, and provides En Route Flight Advisory Service (Flight Watch) (in Alaska only). (UA.V.A.K1) — AIM ¶4-1-3</i></p>                                                                                        |
| 5-13        | 1232            |                | <b>The question is removed.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |