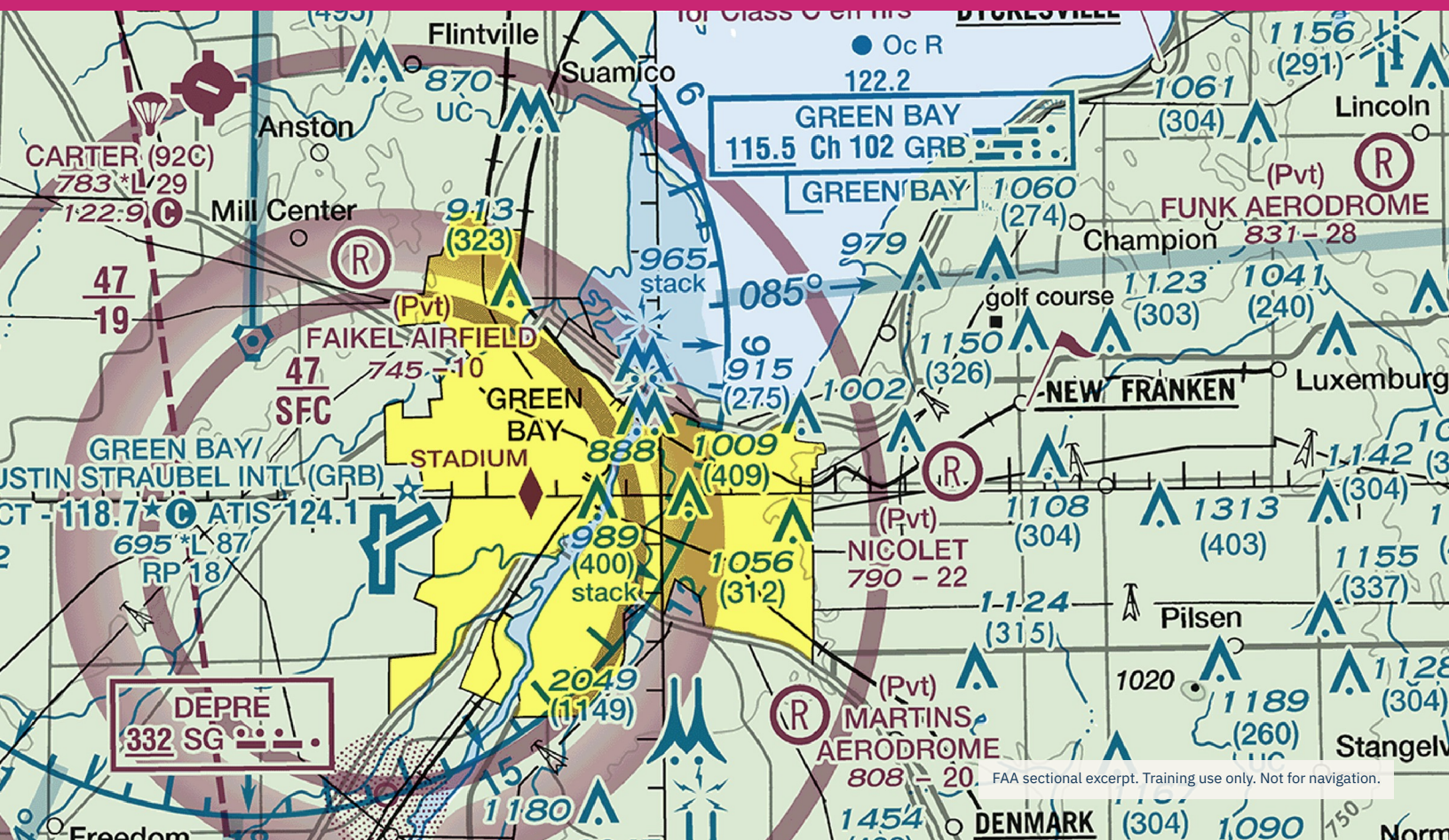
Drone Authority

FREE STUDY BOOKLET / REVIEWED OCTOBER 13, 2026

Part 107 exam flight plan

A 14-day study route, visual refreshers, and score log for the 65-question UAG test.

BASELINE — STUDY — RETEST — BOOK



FAA sectional excerpt. Training use only. Not for navigation.

01 / BASELINE

Take one timed run before you study

Your first score is a map. It shows where your study time will do the most work.

60	5	120	70%
scored questions	validation questions	minutes	passing score

Your first study loop

1. **Take the simulator**
   Answer all 65 prompts under the two-hour limit.
2. **Record each miss**
   Write the domain, the controlling fact, and why your answer failed.
3. **Choose a route**
   Use the 7-day plan when the exam is close. Use 14 days when you can space the work.
4. **Retest twice**
   Aim for 85% on two fresh timed runs and explain each miss. This is our practice goal, not a pass prediction.

BEGIN HERE

Free 65-question simulator

It follows the current 60 scored plus 5 validation question format.

Take the baseline test

droneauthority.org/tools/part-107-practice-test

Baseline score log

Write the next topic, not “study more.”

Run	Score	Rules	Airspace	Operations	What I will review next
1					
2					
3					

WRITE THE MISS, NOT THE LETTER

Three facts I need to retrieve without guessing

1.

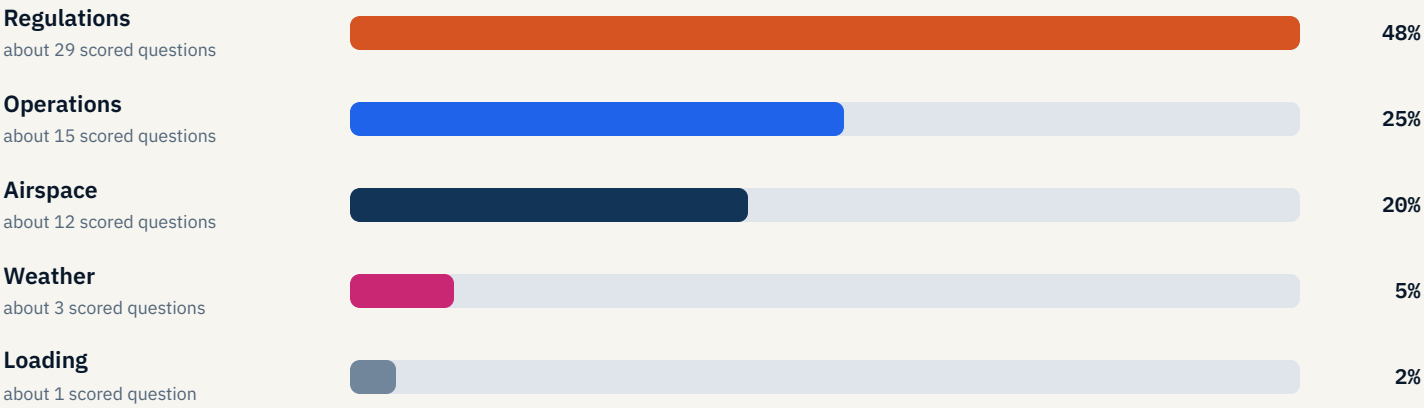
2.

3.

02 / WEIGHT THE WORK

Put study time where the scored questions are

The blueprint is uneven. Your calendar should be uneven too.



PRACTICAL RULE

Study for the score. Prepare to fly across every domain.

Weather and loading carry fewer questions, but a bad call still matters on a real mission.

From candidate to current remote pilot

The test is one step in the certification path.

1. **Study** — Learn the rules and decision process.
2. **Test** — Pass the UAG knowledge test.
3. **Apply** — Complete the FAA application.
4. **Certify** — Receive and exercise certificate privileges.
5. **Stay current** — Meet knowledge recency within 24 calendar months.

Source: PSI UAG Applicant Information Bulletin, effective September 29, 2025. Counts are rounded to 60 scored questions.

03 / CRASH PLAN

A focused week when the test is close

Plan on 90 to 120 focused minutes a day. Stop when the day's job is finished.

DAY 1

Baseline and rules

Take a full simulator. Then review altitude, speed, visibility, cloud clearance, registration, Remote ID, and currency.

DAY 2

Airspace

Learn B, C, D, E, and G by boundary, floor, and authorization requirement. Finish with LAANC.

DAY 3

Chart day

Airport symbols, data blocks, obstructions, MEF, special-use airspace, runway numbers, and traffic pattern position.

DAY 4

Weather

Decode METAR and TAF groups. Review stable and unstable air, fronts, fog, and density altitude.

DAY 5

Operations

PIC responsibility, handoff, crew roles, night, right of way, emergencies, and hazardous attitudes.

DAY 6

Timed exam and repair

Run all 65 prompts. Explain every miss in one sentence, then return only to those weak topics.

DAY 7

Final run

Take one last timed set. Aim for our 85% practice goal, then stop cramming and prepare the test-day logistics.

SCORE RULE

Review the misses before booking.

Our practice goal is 85% on two fresh timed runs. Explain each miss. This goal does not predict an FAA pass.

Day 6 repair log

Write the controlling fact for each miss.

Check off each day only after you can explain the missed rules.

04 / STEADY PLAN

Two weeks with room for repetition

Short sessions make it easier to revisit weak material before it fades.

Week one

Build the map

- [ ] 01 **Baseline**
  Timed simulator. Mark misses by domain.
- [ ] 02 **Rules I**
  Pilot, aircraft, registration, Remote ID.
- [ ] 03 **Rules II**
  Limits, waivers, people, vehicles, accidents.
- [ ] 04 **Airspace I**
  B/C/D/E/G boundaries and floors.
- [ ] 05 **Airspace II**
  LAANC, authorization, TFRs, and NOTAMs.
- [ ] 06 **Charts I**
  Airport symbols, labels, and frequencies.
- [ ] 07 **Charts II**
  Coordinates, obstructions, and special use.

Week two

Make the decisions

- [ ] 08 **Weather I**
  METAR, TAF, ceilings, and visibility.
- [ ] 09 **Weather II**
  Stability, fronts, fog, and density altitude.
- [ ] 10 **Performance**
  Weight, CG, batteries, wind, and reserve.
- [ ] 11 **Operations I**
  Crew roles, right of way, airport traffic.
- [ ] 12 **Operations II**
  Night, ADM, emergencies, maintenance.
- [ ] 13 **Timed exam**
  Review every miss. Redo weak visual drills.
- [ ] 14 **Final exam**
  Aim for our 85% practice goal twice, then rest.

ERROR LOG

What fact did I miss?

05 / VISUAL REFRESHER

Start at the aircraft, then read up and down

A sectional is a footprint. The labels tell you the vertical volume.

Ask five questions

1. **Where am I?** Pin the exact point before reading a boundary.
2. **What touches the surface?** Start with the low-altitude environment.
3. **Which boundary contains me?** Read its color and line style.
4. **What are the floor and ceiling?** Use the label and chart notes.
5. **Do I need authorization?** Decide before flight, not at launch.

Three relationships that look different in profile

This is a vertical reading aid, not a picture of every airspace class.

Surface area

Controlled airspace touches the ground.

CONTROLLED FROM SURFACE

Shelf

The controlled floor begins above lower airspace.

CONTROLLED SHELF

OTHER AIRSPACE BELOW

Class E above

The charted floor may be 700 or 1,200 ft AGL.

CLASS E

CHARTED FLOOR

06 / VISUAL REFRESHER

Build the traffic pattern from Runway 18

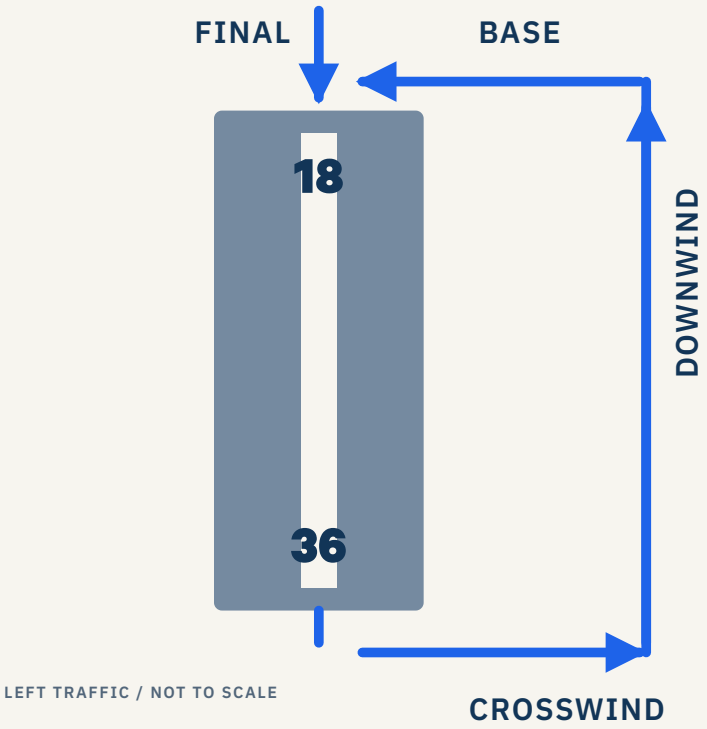
Translate the runway number first. The pattern follows from that heading.

LEFT TRAFFIC / RUNWAY 18

Final approaches from the north while heading south.

Base is north of the runway. Downwind is east of it and travels north. Crosswind closes the pattern on the south side.

18 approximately 180 degrees



LEFT TRAFFIC / NOT TO SCALE

Read a sectional in this order

Each answer depends on the previous one.

POSITION
Find the aircraft, not just the airport.

BOUNDARY
Identify the class and vertical limits.

AIRPORT
Read tower status, runway layout, and elevation.

FREQUENCY
Find tower, CTAF, ATIS/AWOS/ASOS, or UNICOM.

CURRENT NOTES
Check Chart Supplement, TFRs, NOTAMs, and local conditions.

WORKED TRANSLATION

18
Runway heading is approximately south.

Left traffic
The pattern sits east of the runway.

Downwind
The aircraft travels north, opposite the landing direction.

07 / VISUAL REFRESHER

Read one METAR from left to right

Decode the report, then decide whether the mission still has margin.

KOSH	101853Z	24012G20KT	4SM	-RA	BKN007	18/16	A2992
STATION	DAY / TIME Z	WIND	VISIBILITY	WEATHER	CEILING	TEMP / DEW POINT	ALTIMETER

KOSH on the 10th at 1853Z: wind from 240 degrees true at 12 knots, gusting 20; 4 statute miles visibility; light rain; broken ceiling 700 feet above the station; temperature 18 C, dew point 16 C; altimeter 29.92.

Protect the recovery margin

Combine the demands before takeoff.

AIRCRAFT
Base mass and power use

+

PAYLOAD
Added mass and drag

+

WEATHER
Wind and density altitude

+

ROUTE
Distance and maneuvering

MARGIN REMAINS
Enough battery and control margin for return, delay, and landing.

OR

NO MARGIN
Reduce load, shorten the route, or wait for better conditions.

THE EXAM HABIT

“Within limits” is not the whole decision.

At the station elevation, a 700-foot cloud base leaves at most 200 feet AGL after the required 500-foot gap. Then check gusts, payload, route, and battery reserve.

ONE-MINUTE DECISION DRILL

Write the demand before choosing go or no-go

Wind and gust demand	Payload and route demand	Recovery margin

08 / READINESS

Use your last two runs to plan the final review

The FAA pass mark is 70%. Practice scores help find gaps; they cannot predict your test result.

Two-run check

Our practice goal: 85% twice. No pass prediction.

Run	Score	Unexplained misses	Weakest domain	Reviewed?
1				☐
2				☐

High-yield traps

- ☐ AGL and MSL use different reference systems.
- ☐ Class E can begin at the surface, 700 ft AGL, 1,200 ft AGL, or another charted altitude.
- ☐ A quiet frequency does not prove an empty traffic pattern.
- ☐ A small temperature and dew point spread can signal fog or low visibility risk.
- ☐ The remote PIC remains responsible during a control handoff.
- ☐ Part 107 registration applies even at or below 0.55 lb.
- ☐ Night needs a qualifying test or training and a 3-SM anti-collision light with a flash rate that prevents collision.
- ☐ Static charts do not replace current TFR and NOTAM checks.

Before you leave for the test center

- ☐ Confirm the appointment, arrival time, and current ID requirements.
- ☐ Have your FAA Tracking Number and know the exam code: UAG.
- ☐ Use the testing center's current rules for calculators, aids, and personal items.
- ☐ Read each stem for the controlling fact before looking at the answers.
- ☐ Use the full two hours. Flag uncertain items and return after the first pass.

BOTH RUNS MEET THE PRACTICE GOAL?

Check the explanations and test-day plan before booking.

STILL MISSING THE SAME DOMAIN?

Repeat that visual drill before another full test.

09 / KEEP PRACTICING

Start with the simulator

Use the other tools when a missed question tells you what to review.

PRIMARY NEXT STEP

Free 65-question practice simulator

Take a timed run, review the misses by domain, and return to the visual drills that match the gap.

droneauthority.org/tools/part-107-practice-test

VISUAL PREP LAB	**Charts, METARs, runway position, and decision scenarios**	droneauthority.org/training/visual-prep
TEST-DAY TRAPS	**A corrected transcript of details that are easy to miss**	droneauthority.org/training/podcast/test-day-traps
STUDY HUB	**Lessons, flashcards, transcripts, drills, and official sources**	droneauthority.org/training/study

BONUS REFERENCE

Airspace and airport cheat sheet

Keep it beside you during visual drills.

OPEN THE PDF

Drone Authority

Study the rule. Practice the decision. Check the current source.

Independent of the FAA and PSI. Educational information, not legal advice.