Lesson 5 Study Guide- Operations

1. During the preflight inspection who is responsible for determining the aircraft is safe for flight?
   a. The remote pilot in command
   b. The owner or operator
   c. The certificated mechanic who performed the annual inspection

2. How often is the remote PIC required to inspect the sUAS to ensure that it is in a condition for safe operation?
   a. Annually
   b. Monthly
   c. Before each flight

3. During your preflight inspection, you discover that the casing of your sUAS battery has expanded beyond its normal dimensions. What actions should you take?
   a. Throw it away with your household trash
   b. Use it as long as it will still hold a charge
   c. Follow the manufacturer’s guidance

4. In which of the following scenarios is a remote PIC not required to perform a preflight inspection of their sUAS?
   a. If the subsequent flight occurs immediately following a flight before which an inspection was made.
   b. Preflight inspections are only required for the first flight of the day, so any other flight does not require such an inspection.
   c. Preflight inspections are required before each flight, thus there is no scenario that precludes such an inspection.

5. Inbound to an airport with no tower, FSS, or UNICOM in operation, a pilot should self-announce on MULTICOM frequency
   a. 123.0
   b. 122.9
   c. 122.7

6. When flying HAWK N666CB, the proper phraseology for initial contact with Whitted ATC Tower is:
   a. “Whitted Tower, HAWK SIX SIX SIX Charlie Bravo, five nm west of the airport, request permission to enter Class D airspace for unmanned aircraft operations below four hundred AGL, three NM west of the airport.”
   b. “Whitted, HAWK Six Six Six Cee BEE requesting to operate within Class D, west of the field.”
   c. “Whitted tower, Triple Six Charlie Bravo, five nm west, operating in Class D below four hundred AGL west of the airport.”

Questions taken from ASA Remote Pilot Test Prep Guide
7. The correct method of stating 4,500 feet MSL to ATC is
   a. “Four Thousand Five Hundred”
   b. “Four Point Five”
   c. “Forty-Five Hundred Feet MSL”
8. As standard operating practice, all inbound and local traffic approaching or near an
   airport without a control tower should continuously monitor the appropriate facility from
   a distance of
   a. 25 miles
   b. 20 miles
   c. 10 miles
9. (Refer to Figure 22 area 2 and Figure 31 located at end of the study guide) At Coeur
   D’Alene, which frequency should be used as a Common Traffic Advisory Frequency
   (CTAF) to monitor airport traffic?
   a. 122.05
   b. 135.075
   c. 122.8
10. What service will a FSS provide?
    a. Fuel pricing
    b. Assistance during an emergency
    c. Clearance to taxi for takeoff
11. An ATC radar facility issues the following advisory to a pilot flying on a heading of 090°:
    “Unmanned aircraft operations 3 O’clock, 2 miles, Westbound...” Where should the
    Remote PIC look for this traffic in reference to the UA?
    a. North
    b. South
    c. West
12. An ATC radar facility issues the following advisory to a pilot flying north in a calm wind:
    “Unmanned aircraft operations 9 O’clock, 2 miles...” Where should the Remote PIC look
    for this traffic in reference to the UA?
    a. East
    b. North
    c. West
13. What is the best way for the remote PIC to minimize the risk of radio frequency
    interference during sUAS operations?
    a. Never transmit on aviation frequency ranges during flight operations
    b. Monitor frequency use with a spectral analyzer
    c. Avoid the use of cellphones in the vicinity of the control station
14. Damaged lithium batteries can cause
    a. Inflight fire
    b. A change in aircraft center of gravity
    c. Increased endurance

Questions taken from ASA Remote Pilot Test Prep Guide
15. What is the proper response by the remote PIC if experiencing a lost link situation?
   a. Notify all available crew and ATC (if applicable) while executing the briefed lost link procedure
   b. Wait for the unit to reestablish link while notifying local law enforcement of possible dangers to nonparticipants
   c. Turning the control station off and then back on to attempt the reestablishment of the link
16. Which of the following events is considered a flyaway?
   a. Loss of link between the remote PIC and the unmanned aircraft
   b. Loss of communication link between the remote PIC and ATC
   c. Unmanned aircraft does not respond to control inputs and does not execute known lost link maneuvers
17. A common cause of sUAS flyaway event is
   a. Frequency interference
   b. Loss of GPS signals
   c. Person standing close to the control station antenna
18. What action should the remote PIC take upon GPS signal loss?
   a. Perform the planned flyaway emergency procedure
   b. Follow normal sUAS operational procedures, noting any mode or control changes that normally occur if GPS is lost
   c. Land the unmanned aircraft immediately prior to loss of control
19. The effective use of all available resources- human, hardware and information- prior to and during flight to ensure the successful outcome of the operation is called
   a. Risk management
   b. Crew resource management
   c. Safety management system
20. When adapting crew resource management (CRM) concepts to the operation of a small unmanned aircraft, CRM must be integrated into
   a. The communications only
   b. The flight portion only
   c. All phases of the operation
21. Safety is an important element for a remote pilot to consider prior to operating an unmanned aircraft system. To prevent the final “link” in the accident chain, a remote pilot must consider which methodology?
   a. Crew resource management
   b. Safety management system
   c. Risk management
22. Identify the hazardous attitude or characteristics a remote pilot in command displays while taking risks in order to impress others?
   a. Impulsivity

Questions taken from ASA Remote Pilot Test Prep Guide
b. Invulnerability
   c. Machoism

23. What antidotal phrase can help reverse the hazardous attitude of “antiauthority”?
   a. Rules do not apply in this situation
   b. I know what I am doing
   c. Follow the rules

24. Hazardous attitudes occur to every pilot to some degree at some time. What are some of these hazardous attitudes?
   a. Poor risk management and lack of stress management
   b. Antiauthority, impulsivity, macho, resignation, and invulnerability
   c. Poor situational awareness, snap judgements, and lack of a decision-making process

25. To avoid missing important steps, always use the
   a. Appropriate checklists
   b. Placarded airspeeds
   c. Airworthiness certificate

26. An extreme case of a pilot getting behind the aircraft can lead to the operation pitfall of
   a. Loss of situation awareness
   b. Loss of workload
   c. Internal stress

27. Which statement is not correct concerning crew resource management in sUAS operations?
   a. Crewmembers cannot, under any circumstances, challenge the decision of the Remote PICs
   b. Individuals who are exhibiting signs of hazardous attitude should be approached about the issue
   c. The remote PIC and all crewmembers should communicate any observed hazards or concerns to one another.

28. Who is responsible for determining whether a pilot is fit to fly for a particular flight, even though he or she holds a current medical certificate?
   a. The FAA
   b. The medical examiner
   c. The pilot

29. Fatigue can be recognized
   a. Easily by an experienced pilot
   b. As being in an impaired state
   c. By an ability to overcome sleep deprivation

30. Fatigue is one of the most treacherous hazards to flight safety
   a. Because it results in slow performance
   b. As it may not be apparent until serious errors are made
   c. As it may be a function of physical robustness or mental acuity

Questions taken from ASA Remote Pilot Test Prep Guide
31. When a stressful situation is encountered in flight, an abnormal increase in the volume of air breathed in and out can cause a condition known as
   a. Hyperventilation
   b. Aerosinusitis
   c. Aerotitis

32. As a pilot, flying for long periods of time in hot summer temperatures increases the susceptibility of dehydration since the
   a. Dry air at altitude tends to increase the rate of water loss from the body
   b. Moist air at altitude helps retain the body’s moisture
   c. Temperature decreases with altitude

33. When setting up the location of the control station and placement of crew members for an afternoon flight, which of the following would be most appropriate for ensuring that vision is not impaired by the environment?
   a. The operation should be set up so that the remote PIC and crew members can face east
   b. The operation should be set up so that the remote PIC and crew members can face west
   c. The operation should be set up so that the remote PIC and crew members can facing any reflective objects in the area

34. Which of the following sources of information should you consult first when determining what maintenance should be performed on an sUAS or its components?
   a. Local pilot best practices
   b. 14 CFR Part 107
   c. Manufacturer guidance

35. Scheduled maintenance should be performed in accordance with the
   a. Manufacturer’s suggested procedures
   b. Stipulations in 14 CFR Part 43
   c. Contractor requirements

36. The responsibility for ensuring that an sUAS is maintained in an airworthy condition is primarily that of the
   a. Remote pilot in command
   b. Owner or operator
   c. Mechanic who performs the work

37. When should the battery for an unmanned aircraft be replaced?
   a. Once recharged more than 10 times in the preceding 30 days
   b. Per the guidelines of the sUAS manufacturer or the battery manufacturer, whichever is more restrictive
   c. Per the guidelines of the sUAS manufacturer or the battery manufacturer, which is least restrictive.

Questions taken from ASA Remote Pilot Test Prep Guide
<table>
<thead>
<tr>
<th>Obj</th>
<th>Description</th>
</tr>
</thead>
</table>
| Rwy 01-19 | H5400X75 (ASPH) S-50, D-83, 25-105, 20-150,
MIRL 0.3% up N |
| Rwy 01 | REIL, PAPI(P2L) — GA 3.0° TCH 39°, Rgt t/c |
| Rwy 19 | PAPI(P2L) — GA 3.0° TCH 41° |

**Runway Declared Distance Information**

<table>
<thead>
<tr>
<th>Obj</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rwy 01</td>
<td>TORA 5400, TODA 5400, ASDA 5400, LDA 5400</td>
</tr>
<tr>
<td>Rwy 05</td>
<td>TORA 7400, TODA 7400, ASDA 7400, LDA 7400</td>
</tr>
<tr>
<td>Rwy 19</td>
<td>TORA 5400, TODA 5400, ASDA 5400, LDA 5400</td>
</tr>
<tr>
<td>Rwy 23</td>
<td>TORA 7400, TODA 7400, ASDA 7400, LDA 7400</td>
</tr>
</tbody>
</table>

**Airport Remarks:**

- Self svc fuel avbl with credit card.
- 48 hr PPR for unscheduled ops with more than 30 passenger seats called arpt manager 208-446-1860.
- Migratory birds on and inflow arpt Oct-Nov. Remote cntl airstrip is 2.3 miles west AER 05. Arpt conditions avbl on AWOS. Rwy 05 NSTD.
- MALSR, thld bar extends 5° byd nwy edge lghts each side, ACTIVATE MIRL Rwy 01-19, HIRL Rwy 05-23, REIL Rwy 01 and Rwy 23, MALSR Rwy 05—CTAF, PAPI Rwy 01, Rwy 19, Rwy 05, and Rwy 23 opr continuously.

**Weather Data Sources:** AWOS—3 135.075 (208) 772–8215.

**HIWAS** 108.8 COE.

**Communications:** CTAF/UNICOM 122.8

RCO 122.05 (BOISE RADIO)

**Spokane APP/DEP CNO 332.1**

**Airspace:** Class E svc continuous.

**Radio Aids to Navigation:** NOTAM FILE COE.

**(T)** VOR/DME 108.8 COE Chan 25
N47°46.42’ W116°49.24’ at fl d. 3230/19E.

HIWAS.

DME portion unusable:

220°–240° byd 15 NM

280°–315° byd 15 NM blo 11,000’.

**Post Falls NDB (MNW) 347**

LEN N47°44.57’ W116°57.66’

053° 6.0 NM to fl d.

**NLS 110.7 I-COE**

Rwy 05

Class ID.

Localizer unusable 25° left and right of course.

---

Questions taken from *ASA Remote Pilot Test Prep Guide*
FIGURE 22.—Sectional Chart Excerpt.

NOTE: Chart is not to scale and should not be used for navigation. Use associated scale.