



# PREPARING FOR FAA PART 107 TESTING

Be successful taking the UAS flight test!

The following is one person's account of how to prepare and pass FAA test in order to fly small UAVs.

At AgEagle, we have been test flying systems and giving drone demonstrations for the past 2 years using the FAA 333 exemption, but in past June, the Federal Aviation Administration changed the requirements and rules.

To make our 333 exemption work in the past, we always had a current manned aircraft pilot at the demonstration site, but I didn't have a pilot's license, which means that I couldn't give a demonstration by myself. The 333 exemption also required that along with a pilot, there had to be an additional spotter on site.



However, the FAA published the new rules this past June and implemented the rules at the end of August. You no longer needed a licensed manned aircraft pilot or a designated spotter. With the new sUA exam, anyone could fly drones commercially but only after passing the newly required Part 107 exam.

There are 2 different routes to take to pass the sUA Part 107 knowledge test.

**The first route only applies to current pilots.** If you are one, then your life just became easier. To fly drones commercially, there is a test at

faasafety.gov. Once completing the Part 107 test, you can print off your certification and fly drones commercially. The test is mainly about drones and safety, but very little about airspace and weather. The FAA must think that since a person has their pilot's license, then they don't need to be quizzed about airspace and weather, which makes sense. Also, the test requires a 100% grade to pass, but you can correct the wrong answers and resubmit your score. Because of this, it makes it really easy for a current pilot to get the sUA Part 107 certificate.



**The second route is for those who do not have a manned aircraft license.** What does it take to get the certificate if you don't have a pilot's license? After becoming certified myself without a pilot's license, here are some key points to help you along your journey:

✓ You must take the Part 107 test at a certified testing location. There are many around the country, here is a list of the testing sites:

[https://www.faa.gov/training\\_testing/testing/media/test\\_centers.pdf](https://www.faa.gov/training_testing/testing/media/test_centers.pdf)

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- ✓ Take the test on faasafety.gov as if you had a pilot's license
- This will help you study the portions of the test that have to deal with safety and drone usage
- ✓ Use the FAA's practice test
- The FAA released a practice test online. The test is very similar to the test you will take at a testing location. The test questions on the practice test aren't used in the actual test, so don't try and memorize the questions and answers. I actually used the test to learn more about maps and weather notifications, which helped me pass the test the first time
  - The test can be found at this site:  
[https://www.faa.gov/training\\_testing/testing/test\\_questions/media/uag\\_sample\\_exam.pdf](https://www.faa.gov/training_testing/testing/test_questions/media/uag_sample_exam.pdf)
- If you are looking for the answers to the practice test to help you study, use this very helpful link: <http://jrupprechtlaw.com/part-107-knowledge-test>
- ✓ Also, the FAA released a study guide. This helped me figure out the answers to some of the practice test questions that I got wrong
- The Study guide can be found at this site:  
[https://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation/media/remote\\_pilot\\_study\\_guide.pdf](https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/media/remote_pilot_study_guide.pdf)
- ✓ **Know What to Study**
- Spend most of your time studying airport maps and weather notifications. Most of the drone questions are fairly easy, unless you haven't been around drones and/or manned planes before
- ✓ **The Test**
- I scheduled the test in Iowa at a testing center, and took the test the next day. I was the only one to take the test at that time, but the front desk said they have seen many people come in to become sUA certified.
- They told me to leave my phone in the car, and I filled out some paperwork. Didn't take more than a couple minutes, and had to provide my driver's license.
- The cost of the test was \$150. If you don't pass, you can reschedule to take 2 weeks later, for another \$150. So make sure to study so you pass the first time!
- The test consisted of 60 questions, and you had 2 hours to complete. Very straight forward, but I was still nervous during the test
- To pass the test, you must get a 70% grade or higher. This means you can miss up to 18 questions.

At the end, I clicked submit. I figured that there would be a spinning ball or freeze that would keep the anticipation high, but it immediately told me what questions I got wrong. I counted them, and quickly figured out that I missed less than the 18 questions.

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Once I was done, they gave me a certificate that had my test ID written on it. After 2 days, I was able to log online and submit my test ID with the FAA. Very easy to do, just follow the instructions on the paper that they give you.

And that's it! Overall I studied for about 3 hours, but I have been around airport maps, so I spent less time than what it may take other people.

Once you become certified, you are able to fly commercially legally! BUT WAIT! Are you really ready? Make sure to register your drone with the FAA.



- ✓ This can be done at this link: <https://registermyuas.faa.gov/> It costs \$5 per drone, but very easy to register. You will receive a number, and you must write it on your aircraft somewhere where it's easy to spot. Many people are putting it just inside the battery compartment, which is a good idea and legal by the FAA's standards.

Good luck to anyone looking to fly drones commercially! The FAA may not have this process perfect yet, but it is a huge improvement over the 333 exemptions!

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