Checked against FAA sources. Published Oct 11, 2026.

Regulations (UA.I)

Share of the exam	Tables	Tested facts
48%	**9**	**12**

Part 48 registration facts

Fact	Rule
Who registers	The owner, in the owner's legal name; an owner under 13 registers through a parent or guardian (48.25)
Part 107 aircraft	Each aircraft gets its own Certificate of Aircraft Registration (48.100); recreational flyers may cover all their aircraft with one (48.105)
Keeping it current	Update changed information in the web-based system within 14 calendar days (48.115)
Marking	The unique identifier (registration number) must be legible, affixed so it stays on for the whole flight, and displayed on an external surface (48.200, 48.205)

Certificate eligibility and recency

Requirement	Rule
Age	At least 16 (107.61)
Language	Read, speak, write and understand English; a medical limitation may be placed on the certificate instead (107.61)
Condition	Must not know or have reason to know of a physical or mental condition that would interfere with safe operation (107.61)
Knowledge	Pass the initial aeronautical knowledge test, or hold a part 61 pilot certificate (not student) with a current flight review and complete the 107.74 training (107.61, 107.63)
Recency	Within the previous 24 calendar months: passed the initial test, completed recurrent training, or completed the part 61 route training (107.65)
Night	Recurrent training or initial test completed after 6 April 2021 is required before night operations (107.29)

PEARL

Calendar months, not days: a test passed on 10 March 2026 keeps you current through 31 March 2028.

Quick reference: 107.51 operating limitations		
Limit	**Value**	**Measured how**
Groundspeed	87 knots (100 mph)	Over the ground, not airspeed (107.51(a))
Altitude	400 feet AGL	Unless within a 400-foot radius of a structure and no more than 400 feet above its uppermost limit (107.51(b))
Flight visibility	3 statute miles	From the location of the control station (107.51(c))
Cloud clearance	500 feet below and 2,000 feet horizontally	From the cloud (107.51(d))

PEARL
Four hundreds: 400 feet up, 400 feet from the structure, 400 feet above its top. Then 3 miles, 500 below, 2,000 across.

PEARL
A visual observer is optional, but once used the VO is not a substitute for communication: the crew must stay in effective contact the whole flight.

Night and twilight requirements		
Period	**Training**	**Lighting**
Night	Initial knowledge test or recurrent training completed after 6 April 2021 (107.29(a)(1))	Anti-collision lighting visible for at least 3 statute miles, flash rate sufficient to avoid a collision (107.29(a)(2))
Civil twilight	No special training	Same anti-collision lighting visible for at least 3 statute miles (107.29(b))

Subpart D categories			
Category	**Aircraft requirement**	**Open-air assemblies**	**Paperwork**
1 (107.110)	0.55 pounds or less on takeoff and throughout the flight, including everything attached; no exposed rotating parts that would lacerate skin	Sustained flight allowed only with Remote ID (89.110 or 89.115(a))	None
2 (107.115, 107.120)	Impact injury no worse than 11 foot-pounds of kinetic energy from a rigid object; no lacerating parts; no safety defects	Sustained flight allowed only with Remote ID	FAA-accepted declaration of compliance and an eligibility label
3 (107.125, 107.130)	Impact injury no worse than 25 foot-pounds; no lacerating parts; no safety defects	Never over open-air assemblies	Declaration of compliance and label; fly only within a closed or restricted-access site with everyone on notice, or without sustained flight over people
4 (107.140)	Airworthiness certificate under part 21, flown within its operating limitations and maintained as the Administrator specifies	Sustained flight allowed only with Remote ID	Airworthiness certificate and records

PEARL

1 is the weight (0.55 lb), 2 and 3 are the energy numbers (11 and 25 ft-lb), 4 is the paperwork (an airworthiness certificate).

91.17 as applied by 107.27	
Prohibition	**Detail**
8 hours	No crew duty within 8 hours after consuming any alcoholic beverage
Under the influence	No crew duty while under the influence of alcohol
Drugs	No crew duty while using any drug that affects the faculties in any way contrary to safety
0.04	No crew duty with an alcohol concentration of 0.04 or greater in blood or breath (grams per deciliter of blood, or per 210 liters of breath)
Testing	On a law enforcement officer's request, submit to a blood or breath test; on the FAA's request, furnish or authorize release of results (91.17(c) and (d))

107.9 reporting triggers		
Trigger	**Threshold**	**Deadline**
Injury	Serious injury to any person, or any loss of consciousness	No later than 10 calendar days after the operation
Property damage	Damage to property other than the aircraft, unless repair cost (materials and labor) is $500 or less, or fair market value is $500 or less for a total loss	No later than 10 calendar days after the operation

PEARL
Ten days, five hundred dollars, and any loss of consciousness: those three facts answer almost every 107.9 question.

107.205: what can be waived		
Section	**Subject**	**Note**
107.25	Operation from a moving vehicle or aircraft	Never to carry another's property for compensation or hire
107.29(a)(2) and (b)	Anti-collision lighting at night and civil twilight	The post-2021 training requirement is not waivable
107.31	Visual line of sight	Never to carry another's property for compensation or hire
107.33	Visual observer	
107.35	Multiple aircraft	
107.37(a)	Yielding the right of way	
107.39	Operation over people	
107.41	Operation in certain airspace	
107.51	Operating limitations	Speed, altitude, visibility, cloud clearance
107.145	Operations over moving vehicles	

Three ways to comply		
Option	**What it is**	**Conditions**
Standard Remote ID (89.110)	Built-in broadcast from the aircraft	Broadcasts from takeoff to shutdown; the operator must confirm it is working before takeoff and may not fly if it is not
Broadcast module (89.115(a))	Add-on module for an aircraft without built-in Remote ID	Module serial number listed in the registration; the aircraft stays within visual line of sight of the operator
FAA-recognized identification area (89.115(b))	A geographic area the FAA has recognized	No broadcast required while the aircraft stays within the area and in visual line of sight

TESTED

- ☑ 55 pounds is the part 107 weight ceiling and it includes payload; 0.55 pounds is the registration threshold. The two numbers are a favorite pair on the test.
- ☑ There is no recurrent knowledge test any more. Recency is kept with free online recurrent training every 24 calendar months (107.65).
- ☑ Visibility is measured from the control station, not from the aircraft. A question that puts the pilot in clear air and the aircraft in haze is testing exactly this sentence.
- ☑ Binoculars, a first-person-view screen or a camera feed never satisfy 107.31. The rule allows unaided vision plus corrective lenses, nothing else.

- [x] 3 statute miles is a lighting visibility number, not a flight visibility number. Flight visibility stays 3 statute miles from the control station under 107.51 regardless of the hour.
- [x] Category 3 is the only category that never flies over an open-air assembly, even with Remote ID. Categories 1, 2 and 4 may, but only with Remote ID.
- [x] A small unmanned aircraft never has the right of way. It gives way to everything, including a balloon, a glider and a rocket.
- [x] The visual observer is inside the alcohol rule. 107.27 names the person manipulating the controls, the remote PIC and the visual observer.
- [x] Damage to the unmanned aircraft itself never triggers a 107.9 report, no matter the cost. The $500 test is for other property.
- [x] Class E that begins above the surface (the 700 or 1,200 foot floors) needs no authorization. Only the Class E surface area designated for an airport is in 107.41.
- [x] Not waivable: the 55 pound definition, hazardous materials (107.36), careless or reckless operation (107.23), the alcohol rule, and the certificate itself.
- [x] A broadcast module adds a visual line of sight condition that standard Remote ID does not: the module aircraft must stay within VLOS of the person operating it (89.115(a)).

Airspace and requirements (UA.II)

Share of the exam	Tables	Tested facts
20%	**2**	**3**

Airspace classes for the remote pilot

Class	Typical dimensions	Chart symbol	Part 107 authorization
A	18,000 ft MSL to FL600	Not depicted on VFR charts	Not relevant at 400 ft AGL
B	Surface to about 10,000 ft MSL around the busiest airports, individually tailored layers	Solid blue lines; sector floors and ceilings in blue figures with the last two zeros omitted	Required
C	Surface to about 4,000 ft above airport elevation at airports with a tower and radar approach control	Solid magenta lines; altitudes in magenta figures; a ceiling of T means up to the overlying Class B floor	Required
D	Surface to about 2,500 ft above airport elevation at towered airports	Blue dashed line; ceiling in brackets, a minus sign means up to but not including	Required
E surface area	From the surface, designated for an airport	Magenta dashed line	Required
E above the surface	Floor at 700 ft AGL (inside the magenta vignette) or 1,200 ft AGL elsewhere unless designated otherwise	Magenta shading marks the 700 ft area; blue shading marks a 1,200 ft floor boundary	Not required
G	Uncontrolled, from the surface up to the Class E floor; never above 14,500 ft MSL	Whatever is not otherwise depicted	Not required

PEARL

Blue solid B, magenta solid C, blue dashed D, magenta dashed E surface. The letters go up as the color changes, and dashed means the smaller airport.

Special use and other airspace		
Area	**Chart label**	**What it means for you**
Prohibited area	P plus a number	Flight prohibited; permission from the using or controlling agency is the only way in (107.45)
Restricted area	R plus a number	Hazardous activity such as artillery; operations need the using or controlling agency's permission (107.45, PHAK 15-3)
Warning area	W plus a number, offshore	Same hazards as restricted areas but over international waters
Military operations area	MOA with a name	Separates military training from IFR traffic; not prohibited, but heavy fast traffic, so scan and consider calling the controlling agency
Alert area	A plus a number	High volume of training or unusual activity; see and avoid; alert areas do not extend into Class A, B, C or D or Class E surface areas (Chart User's Guide p. 17)
National security area	Broken magenta line	Avoid; may be converted to a prohibited area by NOTAM
Security TFR	Broken blue line, or by NOTAM	A temporary flight restriction is a type of NOTAM; 107.47 requires compliance

PEARL

On an obstruction symbol, the parenthesized number is the one you compare with your 400 feet: it is height above the ground.

TESTED

- ☑ Magenta dashed is the one to memorize: a Class E surface area needs authorization, but the magenta vignette (700 ft floor) beside it does not.
- ☑ Four digits means low: an MTR with no segment above 1,500 ft AGL, which is the one most likely to share your altitude band.
- ☑ An ATC authorization is airspace permission only. The remote PIC still owns the NOTAM check, the weather check and the 107.49 preflight.

Operations (UA.V)

Share of the exam	Tables	Tested facts
25%	**2**	**5**

Frequencies and services	
Term	**What it is**
CTAF	Common traffic advisory frequency: pilots at an airport without an operating tower announce position and intentions on it; it may be a UNICOM, MULTICOM, FSS or tower frequency (PHAK 14-2)
UNICOM	A nongovernment air-to-ground radio station that can give airport information such as weather and wind (PHAK 14-2)
ATIS	Automated Terminal Information Service: a continuous recorded broadcast of weather and airport conditions at busier airports, updated as conditions change (PHAK 14-5)
Phonetic alphabet	ICAO alphabet (Alfa, Bravo, Charlie…) used to identify aircraft and spell out letters (PHAK 14-23)

The five hazardous attitudes and their antidotes		
Attitude	**The thought**	**Antidote**
Anti-authority	Don't tell me	Follow the rules. They are usually right.
Impulsivity	Do it quickly	Not so fast. Think first.
Invulnerability	It won't happen to me	It could happen to me.
Macho	I can do it	Taking chances is foolish.
Resignation	What's the use	I'm not helpless. I can make a difference.

PEARL

PAVE looks outward at the flight, IMSAFE looks inward at you, DECIDE is what you run when something changes.

TESTED

- ☑ A runway numbered 36 points to magnetic north, not true north. Runway numbers are referenced to magnetic north (PHAK 14-5).
- ☑ The AC names loss of control and flyaways as the reported problems with frequency interference, and names dense housing and office buildings as where it happens (AC 107-2A B.6.1).
- ☑ Each antidote is a short sentence, and the test often quotes it. Match Macho with 'Taking chances is foolish' and Resignation with 'I'm not helpless'.
- ☑ Hyperventilation and hypoxia share symptoms, but the remote pilot at ground level is at risk of hyperventilation, and its cause is usually anxiety, not altitude (PHAK 17-4).
- ☑ No manufacturer schedule does not mean no schedule. The AC expects the remote PIC to establish one (AC 107-2A 7.2.1).

Weather (UA.III)

Share of the exam	Tables	Tested facts
5%	3	2

Decoding a METAR, element by element

Element	Example	Meaning
Type and station	METAR KZZV	Routine report, station KZZV
Time	041753Z	Day 04, 1753 UTC
Modifier	AUTO	Fully automated report
Wind	22015G25KT 180V250	From 220 degrees true at 15 knots, gusts 25; direction varying 180 to 250
Visibility	3/4SM	Three quarters of a statute mile
Present weather	+TSRA BR	Heavy thunderstorm with rain, mist
Sky	OVC010CB	Overcast at 1,000 feet AGL, cumulonimbus
Temperature and dew point	18/16	18 C and 16 C; M before a number means below zero
Altimeter	A2992	29.92 inches of mercury
Remarks	RMK AO2 SLP132	Automated with a precipitation sensor; sea level pressure 1013.2 hPa

Sky condition codes

Code	Coverage in eighths
SKC or CLR	Clear (CLR means no layers detected below 12,000 feet at automated stations)
FEW	1 to 2
SCT	3 to 4
BKN	5 to 7
OVC	8

PEARL
For 107.51, the first thing to pull from a METAR is visibility (3SM or better) and the first thing from the sky group is whether 500 feet below the ceiling still leaves usable altitude.

Standard atmosphere at sea level	
Property	**Value**
Temperature	15 C (59 F)
Pressure	29.92 inHg (1013.25 hPa)
Temperature lapse rate	About 2 C (3.57 F) per 1,000 feet in the troposphere

PEARL
Hot, high and humid all raise density altitude, and a multirotor pays for it in thrust and endurance. Plan lighter payloads and shorter flights on those days.

TESTED

- [x] Cloud heights in METARs and TAFs are above ground level; wind direction is true north in the text products. Both catch candidates who assume MSL and magnetic.
- [x] The hazardous attitude 'It won't happen to me' has a weather cousin: fog seldom forms with a spread over 2 C, but a falling temperature closes that spread quickly after sunset (AWH 18-2).

Loading and performance (UA.IV)

Share of the exam	Tables	Tested facts
2%	1	1

Load factor in a level turn	
Bank angle	**Load factor**
0 degrees	1.0 G
30 degrees	about 1.15 G
45 degrees	about 1.41 G
60 degrees	2.0 G
80 degrees	5.76 G

TESTED

- [x] 60 degrees of bank doubles the load on the aircraft: a 60-degree level turn is 2 G (PHAK 5-34).

Sources this sheet is checked against

14 CFR part 107 (eCFR, current as of 2026-10-01), 107.1, 107.3, 107.13; 14 CFR part 48, Registration and Marking of Small Unmanned Aircraft (eCFR, current as of 2026-10-01), 48.15, 48.25, 48.100, 48.115, 48.200, 48.205

14 CFR part 107 (eCFR, current as of 2026-10-01), 107.12, 107.19, 107.21, 107.23, 107.61, 107.63, 107.65, 107.73

14 CFR part 107 (eCFR, current as of 2026-10-01), 107.51

14 CFR part 107 (eCFR, current as of 2026-10-01), 107.31, 107.33, 107.35

14 CFR part 107 (eCFR, current as of 2026-10-01), 107.29, 107.65

14 CFR part 107 (eCFR, current as of 2026-10-01), 107.39, 107.100 to 107.145

14 CFR part 107 (eCFR, current as of 2026-10-01), 107.25, 107.36, 107.37, 107.52, 107.53

14 CFR part 107 (eCFR, current as of 2026-10-01), 107.27, 107.57, 107.59; 14 CFR 91.17 and 91.19 (eCFR, current as of 2026-10-01)

14 CFR part 107 (eCFR, current as of 2026-10-01), 107.9, 107.49

14 CFR part 107 (eCFR, current as of 2026-10-01), 107.41, 107.43, 107.45, 107.47; 14 CFR 99.7

14 CFR part 107 (eCFR, current as of 2026-10-01), 107.200, 107.205

14 CFR part 89, Remote Identification (eCFR, current as of 2026-10-01), 89.101, 89.105, 89.110, 89.115, 89.120, 89.125

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Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25C (2023), ch. 14 pp. 14-2, 14-5, 14-20, 14-23; 14 CFR part 107 (eCFR, current as of 2026-10-01), 107.43

AC 107-2A, Small Unmanned Aircraft System (sUAS) (FAA, 2021, editorial update 2022), Appendix B, B.5 and B.6 (file pp. 92 to 93); 14 CFR part 107 (eCFR, current as of 2026-10-01), 107.19, 107.21

Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25C (2023), ch. 2 pp. 2-5, 2-6, 2-8, 2-13 and 2-18; AC 107-2A, Small Unmanned Aircraft System (sUAS) (FAA, 2021, editorial update 2022), ch. 5, 5.3

Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25C (2023), ch. 17 pp. 17-4, 17-14, 17-15, 17-21; 14 CFR 91.17 and 91.19 (eCFR, current as of 2026-10-01)

AC 107-2A, Small Unmanned Aircraft System (sUAS) (FAA, 2021, editorial update 2022), ch. 5 5.5 and ch. 7 7.2 to 7.3 (file pp. 41 to 42); 14 CFR part 107 (eCFR, current as of 2026-10-01), 107.15, 107.49

Aviation Weather Handbook, FAA-H-8083-28B, ch. 24 pp. 24-5 to 24-18 and ch. 27 pp. 27-6 to 27-9; Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25C (2023), ch. 13

Aviation Weather Handbook, FAA-H-8083-28B, pp. 4-6, 5-12, 8-14, 11-3, 11-6, 13-5, 13-11, 18-2, 22-2, 22-3, 22-6; AC 107-2A, Small Unmanned Aircraft System (sUAS) (FAA, 2021, editorial update 2022), Appendix B, B.2

Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25C (2023), ch. 5 p. 5-34 and ch. 10; AC 107-2A, Small Unmanned Aircraft System (sUAS) (FAA, 2021, editorial update 2022), Appendix B, B.2 (file p. 90); 14 CFR part 107 (eCFR, current as of 2026-10-01), 107.49(e)

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