

# FAA Part 107 Foundation Worksheet

8 original questions, working space and separate answer explanations. Version 2026-10-27.

## Scope

Selected Part 107 initial aeronautical knowledge foundations.

This is an untimed foundation study sample, not an official examination or complete mock test. Author-reviewed learning materials; independent educator review and learner calibration remain pending.

## How to use this worksheet

Work through the questions before opening the answer section. Write your calculation or the reason for your choice. After checking the explanation, return to the linked lesson for any unfamiliar distinction.

<https://openexam.site/exams/faa-part-107/worksheets/>

### QUESTION 1 / Remote-pilot identity and recency

An applicant is 15 years old and meets all other stated eligibility requirements. Which age conclusion is correct?

- A. There is no minimum age
- B. The applicant meets the 16-year minimum
- C. The applicant is below the certificate minimum
- D. The certificate minimum is 13

Working / reasoning:

Item faa-part-107-age-boundary-1 | Lesson: <https://openexam.site/exams/faa-part-107/learn/certificate/>

### QUESTION 2 / Controlled airspace and authorization

A proposed flight is in Class D airspace and no authorization has been obtained. Which statement fits?

- A. No controlled-airspace authorization is required solely because this is Class G
- B. A facility-map number alone is an authorization
- C. Property-owner consent replaces FAA authorization
- D. Prior FAA authorization is required for the stated controlled airspace

Working / reasoning:

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Item faa-part-107-controlled-class-2 | Lesson: <https://openexam.site/exams/faa-part-107/learn/airspace/>

QUESTION 3 / Weather observations and coded reports

An original weather-code exercise gives wind 09008G18KT. What is the gust increase above sustained speed?

- A. 18 knots
- B. 26 knots
- C. 8 knots
- D. 10 knots

Working / reasoning:

Item faa-part-107-wind-code-3 | Lesson: <https://openexam.site/exams/faa-part-107/learn/observations/>

QUESTION 4 / Loading, energy and performance

An original planning model gives a 25 lb maximum takeoff mass. The aircraft with battery weighs 17 lb. What payload mass remains within that supplied limit?

- A. 8 lb
- B. 17 lb
- C. 25 lb
- D. 42 lb

Working / reasoning:

Item faa-part-107-payload-budget-4 | Lesson: <https://openexam.site/exams/faa-part-107/learn/performance/>

QUESTION 5 / Preflight decisions and inspection

A preflight inspection finds a cracked propeller. What should happen before launch?

- A. Launch on a shorter route while leaving the cracked propeller unresolved
- B. Use a lower altitude as a substitute for addressing the propeller defect
- C. Document the crack but defer evaluation until after the planned flight
- D. Resolve the defect and establish safe condition

Working / reasoning:

Item faa-part-107-aircraft-condition-1 | Lesson: <https://openexam.site/exams/faa-part-107/learn/preflight/>

QUESTION 6 / Operational limits and exceptions

A proposed small UAS takeoff weight, including payload, is 54 lb. Which weight comparison is correct?

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- A. It is below 55 lb
  - B. Only empty weight counts
  - C. It exceeds 55 lb
  - D. It equals the 55 lb boundary

Working / reasoning:

Item faa-part-107-takeoff-weight-1 | Lesson: <https://openexam.site/exams/faa-part-107/learn/limits/>

QUESTION 7 / Reading an original airspace diagram

At a site with terrain elevation 400 ft MSL, a drone flies at 650 ft MSL. What is its height AGL?

- A. 650 ft AGL
- B. 250 ft AGL
- C. 400 ft AGL
- D. 1050 ft AGL

Working / reasoning:

Item faa-part-107-agl-msl-3 | Lesson: <https://openexam.site/exams/faa-part-107/learn/charts/>

QUESTION 8 / Weather decisions and margins

A learning problem gives no performance chart for a high-density-altitude site. Which numerical claim is unsupported?

- A. The need to check manufacturer data
- B. The relevance of local conditions
- C. An exact new maximum payload from temperature alone
- D. The possibility of reduced performance

Working / reasoning:

Item faa-part-107-density-altitude-4 | Lesson: <https://openexam.site/exams/faa-part-107/learn/weather/>

# FAA Part 107: Answers & Explanations

Compare the method or rule as well as the final answer. These explanations are study aids, not official scoring guidance.

## QUESTION 1 / faa-part-107-age-boundary-1

Answer: The applicant is below the certificate minimum

1. The relevant case condition is: An applicant is 15 years old and meets all other stated eligibility requirements.
2. Initial Remote Pilot Certificate eligibility starts at age 16; other eligibility conditions also apply.
3. Therefore choose “The applicant is below the certificate minimum”. The alternatives must be tested against that same stated condition; an unrelated document, unit or approval cannot supply a missing requirement.

## QUESTION 2 / faa-part-107-controlled-class-2

Answer: Prior FAA authorization is required for the stated controlled airspace

1. The relevant case condition is: A proposed flight is in Class D airspace and no authorization has been obtained.
2. Part 107 operations in Class B, C, D and surface Class E designated for an airport need the applicable prior ATC authorization; Class G is uncontrolled but still regulated.
3. Therefore choose “Prior FAA authorization is required for the stated controlled airspace”. The alternatives must be tested against that same stated condition; an unrelated document, unit or approval cannot supply a missing requirement.

## QUESTION 3 / faa-part-107-wind-code-3

Answer: 10 knots

1. The relevant case condition is: An original weather-code exercise gives wind 09008G18KT.
2. Subtract the quantities on the same reference:  $18 - 8 = 10$  knots. Adding the values would combine the reference with the difference instead of measuring the requested separation.
3. Therefore choose “10 knots”. The alternatives must be tested against that same stated condition; an unrelated document, unit or approval cannot supply a missing requirement.

## QUESTION 4 / faa-part-107-payload-budget-4

Answer: 8 lb

1. The relevant case condition is: An original planning model gives a 25 lb maximum takeoff mass.

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2. Subtract the quantities on the same reference:  $25 - 17 = 8$  lb. Adding the values would combine the reference with the difference instead of measuring the requested separation.

3. Therefore choose “8 lb”. The alternatives must be tested against that same stated condition; an unrelated document, unit or approval cannot supply a missing requirement.

QUESTION 5 / faa-part-107-aircraft-condition-1

Answer: Resolve the defect and establish safe condition

1. The relevant case condition is: A preflight inspection finds a cracked propeller.

2. Before flight, the remote PIC must ensure that the small UAS is in condition for safe operation; finding a defect should change the decision.

3. Therefore choose “Resolve the defect and establish safe condition”. The alternatives must be tested against that same stated condition; an unrelated document, unit or approval cannot supply a missing requirement.

QUESTION 6 / faa-part-107-takeoff-weight-1

Answer: It is below 55 lb

1. The relevant case condition is: A proposed small UAS takeoff weight, including payload, is 54 lb.

2. Small unmanned aircraft under Part 107 weigh less than 55 lb at takeoff, including everything onboard or attached.

3. Therefore choose “It is below 55 lb”. The alternatives must be tested against that same stated condition; an unrelated document, unit or approval cannot supply a missing requirement.

QUESTION 7 / faa-part-107-agl-msl-3

Answer: 250 ft AGL

1. The relevant case condition is: At a site with terrain elevation 400 ft MSL, a drone flies at 650 ft MSL.

2. Subtract the quantities on the same reference:  $650 - 400 = 250$  ft AGL. Adding the values would combine the reference with the difference instead of measuring the requested separation.

3. Therefore choose “250 ft AGL”. The alternatives must be tested against that same stated condition; an unrelated document, unit or approval cannot supply a missing requirement.

QUESTION 8 / faa-part-107-density-altitude-4

Answer: An exact new maximum payload from temperature alone

1. The relevant case condition is: A learning problem gives no performance chart for a high-density-altitude site.

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2. Higher temperature and altitude generally reduce air density, which can reduce aircraft performance; numerical capability must come from the aircraft's applicable data.

3. Therefore choose “An exact new maximum payload from temperature alone”. The alternatives must be tested against that same stated condition; an unrelated document, unit or approval cannot supply a missing requirement.

## References and scope notes

The questions and teaching explanations are original catalog materials. References support the selected concepts; they are not endorsements or a reproduced official examination bank.

Faa Certification

[https://www.faa.gov/uas/commercial\\_operators/become\\_a\\_drone\\_pilot](https://www.faa.gov/uas/commercial_operators/become_a_drone_pilot)

Faa Airspace

[https://www.faa.gov/uas/getting\\_started/where\\_can\\_i\\_fly/airspace\\_101](https://www.faa.gov/uas/getting_started/where_can_i_fly/airspace_101)

Faa Study

[https://www.faa.gov/sites/faa.gov/files/regulations\\_policies/handbooks\\_manuals/aviation/remote\\_pilot\\_study\\_guide.pdf](https://www.faa.gov/sites/faa.gov/files/regulations_policies/handbooks_manuals/aviation/remote_pilot_study_guide.pdf)

Faa Ac107 2A

[https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_107-2A.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_107-2A.pdf)

Selected current Part 107 initial knowledge foundations; not complete official test coverage.

200 learning items across 48 rule/task families; related parameter cases do not represent 200 independent knowledge domains.

Original schematic diagrams are not official sectionals and do not authorize actual operations.

No aircraft-specific flight competence, official score prediction, waiver issuance or adaptive examination is provided.

Independent qualified aviation educator review and learner calibration remain pending.

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