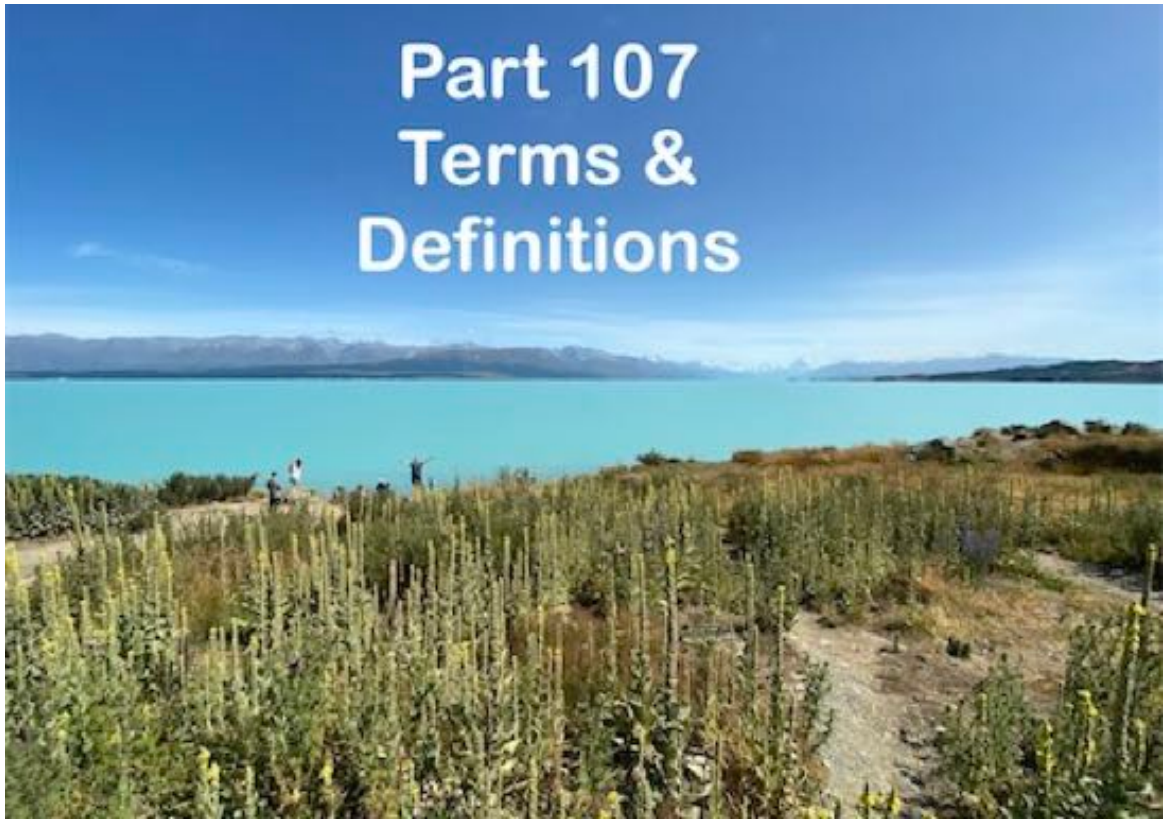


Part 107 Terms Definitions Flashcards

Aug 25, 2023

212 flashcards made with the Flashcard Hero app (Mac/iPhone/iPad).

Q: 1 **Terms and Definitions flash cards Info Introduction 1**	Q: 2 **Terms and Definitions flash cards Info Introduction 2**
Q: 3 **Terms and Definitions flash cards Info Introduction 3**	Q: 4 **Terms and Definitions flash cards Info Introduction 4**

A: 2 **Intent & Purpose**: These flashcards are initially based on web content — however some information is added for clarity, added perspective, greater content, and accuracy. Some terms listed here are not found in the 2016 FAA Study Guide nor in 14 CFR Part 107. Because the terms appear on certain web sources they are retained here (for your information (FYI)), and notes are added to indicate if not found on the web or in the study guide. Many of these non-study guide terms are in regular or bold text. Terms related to the study guide and found in Part 107 are often in this set of flashcards as **bold text in color**. This also helps focus on many terms found in example test questions.	A: 1 Answer…
A: 4 **If someone sent you a copy** of the Flashcard Hero formatted files for the note cards and study test questions, please visit the website address listed below. Many hours were spent developing these files and updated cards may now exist. Flashcard and example test question availability: https://www.windowview.org/zfaa/part107.html	A: 3 **Please help anyone else** to obtain the Flashcards (Note Cards) or the Test Question Cards by referring them to the web link listed here that introduces the flashcard and test question availability: https://www.windowview.org/zfaa/ **Special Request:** please don't just send the files to someone else. **First**, because the option to give a donation is helpful and in recognition of the effort to make these resources available. **Second**, files may be updated since you obtained these files.

Q: 5 **Terms and Definitions flash cards Info Introduction 5**	Q: 6 **Special Request** to all users of the flashcards
Q: 7 **Aircraft**	Q: 8 **Airworthy**

A: 6

Please help anyone else to obtain the Flashcards (Note Cards) or the Test Question Cards by referring them to the web link listed here (or YouTube video) that introduces the flashcard and test question availability:

https://www.windowview.org/zfaa/

Special Request: please don't just send the files to someone else.

First, because the option to give a donation is helpful and in recognition of the effort to make these resources available.

Second, files may be updated since you obtained these files.

A: 5

Flashcard Version (this set of cards): June 2023 - v1.0

Hyperlinks Listing: Obtain the PDF document with links from the flashcard download page.

Encouragements and Input Opportunity:

If you wish to provide a comment, suggest additional and helpful information, you can send an email to:

[redacted]

(remove the spaces when typing the address in your email client program 'email to')

A: 8

Means that the UAS conforms to its **type certificate (TC)**, if applicable, or has been determined to be in a condition for safe operation.

- **Type certification** is the approval of the design of the aircraft and all component parts (including propellers, engines, control stations, etc.). It signifies the design is in compliance with applicable airworthiness, noise, fuel venting, and exhaust emissions standards.
- Airworthiness is noted in Advisory Circular (AC) 107-2 Small Unmanned Aircraft Systems (sUAS)

A: 7

A device that is used or intended to be used for flight in the air.

Q: 9 **Airworthiness Statement**	Q: 10 **Beyond Visual Line Of Sight (BVLOS)**
Q: 11 **Certificate of Waiver (CoW)**; **Certificate of Authorization (CoA)**	Q: 12 **Blanket COA**

A: 10 Means flight crew members (i.e. remote pilot in command (PIC), the person manipulating the controls, and visual observer (VO), if used) are **not capable of seeing** the aircraft with vision unaided by any device other than corrective lenses (spectacles and contact lenses).	A: 9 Letter from a public UAS applicant specifying self-certification of a UAS in compliance with the criteria of the public entity. [FYI: This topic is not cited in the FAA Study Guide, but airworthiness certificate is referenced in Part 107. And further, note that this appears to concern a public versus civil applicant; Part 107 sUAS is civil Airworthiness is noted in Advisory Circular (AC) 107-2 Small Unmanned Aircraft Systems (sUAS)]
A: 12 Certificate of Airworthiness With a Blanket COA, a **drone operator** can fly across different regions of airspace and are not bounded by jurisdictions or locations. However, **drone flight** still needs to be restricted to visual line-of-sight and **flight within 5 miles of an airport will still require prior airspace authorization**. (May 13, 2020)	A: 11 A FAA grant of approval for a **specific flight operation**. COA is **an authorization issued by the Air Traffic Organization to a public operator for a specific UA activity**. After a complete application is submitted, FAA conducts a comprehensive operational and technical review. https://www.faa.gov/about/office_org/headquarters_offices/ato/

Q: 13 **Chase Aircraft**	Q: 14 **Civil Aircraft**
Q: 15 **Civil Twilight**	Q: 16 **Control Station**

A: 14

Aircraft other than public or model 14 CFR part 101 (Title 14 of the Code of Federal Regulations) aircraft.

PART 101 - MOORED BALLOONS, KITES, AMATEUR ROCKETS, AND UNMANNED FREE BALLOONS

Examples: UA Aircraft (model airplane) or Quadcopter (drone)

From web search:

- Government agencies, law enforcement, and public safety entities may qualify to fly UAS as **Public Aircraft** under 49 U.S.C. § 40102(a)(41) and §40125 (See Advisory Circular 00-1.1B (PDF).)
- **Civil aircraft.** Domestic or foreign aircraft **operated by private individuals or corporations**, or foreign government-owned aircraft operated for commercial purposes. This includes: (1) Contract aircraft. Civil aircraft operated under charter or other contract to any U.S. Government department or agency.

A: 13

A **manned aircraft** that carries its own PIC and a separate qualified visual observer (VO) flying in proximity to an unmanned aircraft (UA).

A: 16

An **interface** used by the remote pilot to control the flightpath of the small UA. The structure or **system** (ground, ship, or air-based) that **controls the UAS** and its interface to the aircraft and external systems.

A: 15

The period of times that begins *30 minutes before* official sunrise and ends at official sunrise; and the period of times that begins at official sunset and ends *30 minutes after* official sunset.

(Added only as FYI: In Alaska, the period of civil twilight is defined in the Air Almanac.The Air Almanac contains the astronomical data required for air celestial navigation. https://aa.usno.navy.mil/publications/aira)

Q: 17 **Corrective Lenses**	Q: 18 **Crew member (UAS)**
Q: 19 **Crew Resource Management (CRM)**	Q: 20 **Daisy-Chaining**

A: 18 A person assigned to perform an operational duty during operations. A UAS crew member includes the: • remote PIC person manipulating the controls, and • VOs, • but may include other persons as appropriate or required to ensure safe operation of the UAS.	A: 17 Means spectacles or contact lenses.
A: 20 The use of multiple, successive Visual Observers (VO) to extend the flight of a UA beyond the direct Visual Line of Sight (VLOS) of the PIC or VO.	A: 19 The effective use of all available resources including: • human, • hardware, • software, and • information resources.

Q: 21 **Data Link**	Q: 22 **Direct Control**
Q: 23 **Fight Termination**	Q: 24 **Flyaway**

A: 22

The capability of a remote pilot to manipulate the flight control surfaces of the **aircraft** in a direct fashion using, for example, a **radio control box with joystick**

or

a ground control station using **conventional type aircraft controls** (such as yoke/stick, rudder pedals, power levers, and other ancillary controls).

This infers a one-to-one correspondence between control input and flight control surface deflection.

A: 21

A **wireless communication channel** between one control station and one UA. Its utility may include, but is not limited to:

- uplink Command and Control data,
- downlink telemetry, and
- payload data.

A data link may consist of the following types:

1. Uplink: The transmittal of data from the control station to the UA.

2. Downlink: the transmittal of data from the UA to the control station

A: 24

An interruption or loss of the control link or when the pilot is unable to effect control of the aircraft and, as a result, the UA is not operating in a predicable or planned manner because lost link procedures are not established or are not being executed by the UA.

A: 23

The intentional and deliberate process of terminating the flight in ***the event of lost link***, **loss of control**, or **other failure** that compromises the safety of flight.

Q: 25 **Formation Flight**	Q: 26 **Lost Link**
Q: 27 **Lost Link Procedures**	Q: 28 **Model Aircraft**

A: 26 An interruption or loss of positive control between the control station and UA, or when the pilot is unable to effect control of the aircraft. This is not considered a flyaway.	A: 25 Is the disciplined flight of **two or more** aircraft under the command of a ***flight leader*** in either standard or nonstandard formation. [FYI: clearances can be arranged for UA or drone formations (this statement does not indicate if the leader is directly multiple PICs), however, Part 107 UAS PICs are to fly a single aircraft]
A: 28 Means a UA that is: i. Capable of sustained flight in the atmosphere; ii. Flown within VLOS of the person operating the aircraft and iii. Flown exclusively for hobby or recreational purposes.	A: 27 Preprogrammed or predetermined mitigation to ensure the continued safe operations of the UA in the event of lost link. In the event positive link cannot be achieved, flight termination must be implemented. [Note: one example would be the automated return to home (RTH) feature on a drone that once a link is lost for a preset time, the drone initiates the RTH procedure.]

Q: 29 **Off-Airport**	Q: 30 **Person Manipulating the Controls**
Q: 31 **Remote Pilot in Command Certification (Remote PIC)**	Q: 32 **Safety Risk Management (SRM)**

A: 30 A person who is controlling an sUAS under the direct supervision of a remote PIC.	A: 29 Any **location used to launch or recover** aircraft that is not considered an airport (e.g. an open field).
A: 32 A formalized, proactive approach to system safety. This methodology ensures: • hazards are identified; • risks are analyzed, • assessed, and prioritized; • and results are documented for decision makers to transfer, eliminate, accept, or mitigate risk.	A: 31 A person who holds a remote pilot certificate with a **small Unmanned Aircraft Systems (sUAS)** rating and has the final authority and responsibility for the operation and safety of an sUAS operation conducted under 14 CFR part 107.

Q: 33 **Scheduled Maintenance (Routine)**	Q: 34 **Unscheduled Maintenance** **(Non-Routine)**
Q: 35 **Maintenance schedule**	Q: 36 **Small Unmanned Aircraft (sUAS)**

A: 34 The performance of maintenance tasks when mechanical irregularities occur. [A manufacturer may provide a schedule for a given UA aircraft; but often not provided and thus a UA owner may develop their own schedule. However, for example, drones should be run through a pre-flight checklist as precaution and possibly determine some type of attention is necessary before any further flight use.]	A: 33 The performance of maintenance tasks at prescribed intervals. [A manufacturer may provide a schedule for a given UA aircraft; but often not provided, for example, for drones that should be run through a pre-flight checklist as precaution and possibly determine some type of attention is necessary before any further flight use.]
A: 36 A UA weighing less than 55 pounds on takeoff, including everything that is onboard or otherwise attached to the aircraft. The aircraft and its associated elements (including communication links and the components that control the aircraft) that are required for the safe and efficient operation of the aircraft in the NAS (including launch and recovery systems and equipment). [Note: Registration not required for (recreational flyers who own and fly) a sUAS weighing less than 0.55 pounds on takeoff, including everything that is onboard or otherwise attached to the aircraft.]	A: 35 You're supposed to have one, even though most drones can't be user-repaired and don't provide a schedule.

Q: 37 **Tethered UAS**	Q: 38 **Unmanned Aircraft (UA)**
Q: 39 **Visual Line Of Sight (VLOS)**	Q: 40 **Visual Observer (VO)**

A: 38 Means an aircraft that is operated without the possibility of direct human intervention from within or on the aircraft. A UA and associated elements (including communication links and the cooperates that control the UA) that are required for the remote PIC to operate safely and efficiently in the NAS.	A: 37 A UA that is restrained by a cable and attached to the ground or an object thereon.
A: 40 A person who is designated by the PIC to assist the report PIC and the person manipulating the flight controls of the sUAS to: • supplement situational awareness • Visual Line Of Sight (VLOS), • assisting with seeing and avoiding other air traffic or objects aloft or on the ground.	A: 39 Means that any flight crew member is capable of seeing the aircraft with vision unaided by any device other than corrective lenses in order to know the: • UA's location, • determine the UA's attitude, • altitude, and • direction of flight, • observe the airspace for other air traffic or hazards, and • determine that the UA does not endanger the life or property of another.

Q: 41 **1 (one UAS)**	Q: 42 **400 feet**
Q: 43 **100 MPH / 87 Knots**	Q: 44 **0.55 lbs**

A: 42 The maximum height you can fly AGL or above a taller building (within a 400-foot radius of that structure).	A: 41 The number of drones you can fly simultaneously.
A: 44 The lightest drone that must be registered. If less than 0.55 lbs, registration not required for recreational flyer, but is needed for Part 107 flights.	A: 43 Fastest you can fly.

Q: 45 **55 lbs**	Q: 46 **0.04**
Q: 47 **8 hours**	Q: 48 **10 days**

A: 46 Maximum blood alcohol level.	A: 45 Heaviest legal drone (must be less than, not equal to, 55 lbs to qualify as UAS).
A: 48 The maximum time you can take to file an FAA accident report. (Days, not business days!)	A: 47 The time that must pass since you have had alcohol. (Once the 8 hours passes, the blood alcohol level needs to be less than 0.04)

Q: 49 **30 days**	Q: 50 **90 days**
Q: 51 **1 year**	Q: 52 **13 years old**

A: 50 The lead time required when requesting an FAA waiver. Web search notes in Part 107: "We will do our best to review and approve or disapprove *waiver* requests within *90 days* of submission. Processing times will vary based on the complexity of …" **However**, updated Part 107 (March 2023) does not include this language … likely due to recent implementation of **LAANC** … **Low Altitude Authorization and Notification Capability**, … If flying a drone and use the LAANC, clearance for a flight can be within much shorter timeframe, for example, within hours or day(s).	A: 49 The time you have to notify the FAA if you move. 14 CFR Part 47 states: "Within 30 days after any change in a registered owner's mailing address, the registered owner must notify the Registry in writing of the change of address."
A: 52 The youngest person who can register a drone.	A: 51 Time that must pass after a final narcotics conviction. *Part 107 states: "A conviction for the violation of any Federal or State statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances is grounds for:* *(1) Denial of an application for a remote pilot certificate with a small UAS rating for a period of up to 1 year after the date of final conviction; or* *(2) Suspension or revocation of a remote pilot certificate with a small UAS rating."*

Q: 53 **24 months**	Q: 54 **30 minutes**
Q: 55 **3 statute miles** **3 SM**	Q: 56 **500 feet**

A: 54 The twilight time before sunrise or after sunset when you can still fly. However, night flights with Part 107 and pre-approval is now possible. Anti-collision lights are needed.	A: 53 How long this certification is good for and then requires recertification (taking a test again).
A: 56 Minimum number of feet below a cloud you must fly. Ceiling height from weather briefing helps to adjust flight AGL when clouds are low.	A: 55 The distance your anti-collision lights must be visible from when flying during twilight. Also the minimum visibility you must have while flying in daylight.

Q: 57 **2,000 feet**	Q: 58 **$500**
Q: 59 **Level 3**	Q: 60 **122.9**

A: 58 The repair cost of accident damage that requires you to report an accident to the FAA (if total is over $500 and not including damage to the drone)	A: 57 Minimum number of feet horizontally from a cloud you must fly.
A: 60 The **MULTICOM** frequency for self-announce procedures.	A: 59 The “serious injury” AIS level that requires you to file an accident report (within 10 calendar days). At least serious injury to any person or any loss of consciousness. A serious injury is an injury that qualifies as Level 3 or higher on the **Abbreviated Injury Scale (AIS)** of the Association for the Advancement of Automotive Medicine (AAAM) [Part 107 notes ‘serious injury’ without citing level 3. Web search finds the FAA document that notes level 3: https://www.faa.gov/regulations_policies/policy_guidance/bene value-section-2-tx-values.pdf

Q: 61 **2000 feet**	Q: 62 **Stall(s)**
Q: 63 **Center of Gravity (CG) Limits**	Q: 64 **Angle of Attack**

A: 62 Occurs when the wing exceeds its critical angle of attack.	A: 61 The distance you should operate ***from a tower*** to avoid hitting guy wires.
A: 64 Determines when the craft stalls. This doesn't change if the vehicle weight changes.	A: 63 Supposed to be defined in the Pilot's Operating Handbook or UAS Flight Manual, but those don't exist for drones.

Q: 65 **Load Factor**	Q: 66 **Remote PIC**
Q: 67 **Left**	Q: 68 **Risk Management**

A: 66 This is the answer to any question about who is responsible.	A: 65 Increases during any maneuver.
A: 68 Helps to prevent an accident chain.	A: 67 Aircraft always turn left when circling a runway, because drivers sit on the left side of the car in the US, and pilots sit on the left of the plane, too. It’s easier for them to look out the left window to see the tower.

Q: 69 **Crew Resource Management (CRM)**	Q: 70 **Systematically scanning to detect other aircraft, etc.**
Q: 71 **Latitude**	Q: 72 **Longitude**

A: 70

Systematically focus on different segments of the sky for short intervals–let your eyes rest in different areas for a while, rather than continuously scanning.

That's how you should scan for traffic

A: 69

It's how you manage your "crew" and you should integrate it into all phases of the operation.

A: 72

is the long way around the planet (the Earth is 'fat' as it spins).

Degree, minutes, seconds

X° Y' Z"

Y = 60 units of minutes per degree

Z = 60 units of seconds per minute

A: 71

is like climbing a ladder (north-south)

Degree, minutes, seconds

X° Y' Z"

Y = 60 units of minutes per degree

Z = 60 units of seconds per minute

However, sometimes you will see a number like **47.8** for the latitude … **what is that in degrees and minutes?**

Take 0**.8** and multiply by 60 = 48

So that is **47° 48'** (47 degrees and 48 minutes)

Q: 73 **Standard briefing**	Q: 74 **CTAF** vs **UNICOM** vs **MULTICOM** vs **AWOS**
Q: 75 **Temperature inversion**	Q: 76 **Turbulence**

A: 74

- CTAF is for pilots to talk to each other when there's no tower.
- UNICOM is a base station that broadcasts to pilots when there's no tower. (122.8)
- MULTICOM is used as the CTAF when there's no CTAF (122.9 or 122.95).
- AWOS is automated weather observing system.

A: 73

Contains the weather forecast.

Pilots can complete their regulatory-compliant preflight briefing by using other automated resources or from Flight Service at ***www.1800wxbrief.com***

https://www.aviationweather.gov/briefing

Or by calling 1-800-WXB-RIEF

Standard Briefing - A standard briefing provides the most complete information and a more complete weather picture.

Abbreviated Briefing - An abbreviated briefing is a shortened version of the standard briefing. It should be requested when a departure has been delayed

Outlook Briefing - An outlook briefing should be requested when a planned departure is 6 hours or more away

A: 76

Moist, unstable air (because the air is unstable, comes with visibility), showery precipitation.

A: 75

Warm air on top of cold air.

Fog, haze, low clouds, poor visibility, but smooth air.

Q: 77 **Stable air**	Q: 78 **Unstable air**
Q: 79 **Cool + Dry**	Q: 80 **Hot + Humid**

A: 78 Cumuliform clouds, showery precipitation, rough air (turbulence), and good visibility (except in blowing obstructions) are all characteristics of a moist unstable air mass. … small vertical air movements tend to become larger, resulting in turbulent airflow and convective activity. Instability can lead to significant turbulence, extensive vertical clouds, and severe weather. … greatest instability occurs when the air is moist and warm, as it is in the tropical regions in the summer. Typically, thunderstorms appear on a daily basis in these regions due to the instability of the surrounding air. .	A: 77 Smooth air, poor visibility, and steady (not showery) precipitation (because stable air is usually humid). A stable atmosphere makes vertical movement difficult … Characteristics of stable air are cloud cover, smooth air, uninterrupted precipitation, and low visibility. Cloud cover describes stratiform clouds or fog which moves in a sheet and stay close to the ground so the air does not disturb the atmosphere.
A: 80 Unstable Air	A: 79 Stable Air

Q: 81 **High density (altitude)**	Q: 82 **Nimbus**
Q: 83 **18004KT**	Q: 84 **Compass headings**

A: 82

Means a rain cloud.

A: 81

Just means “high altitude.”

Air is thinner, so lift (performance) is decreased.

A: 84

A compass needle will always point towards the magnetic north pole. Magnetic north is a datum.

As long as we remember this fact and have a way to see where north is, we can determine which direction we must be pointing in relation to this datum. We call this direction our magnetic heading. Always relative to true North in print, not magnetic North.

Using the **bezel ring** on your compass, adjust the orienting arrow until it points to the value of the local declination value. Then, turn the compass until the needle lines up with the arrow—**the direction of the travel arrow on the compass will point to true north**.

A: 83

Wind is 180 degrees at 4 knots.

The first three digits (**180**) are the compass heading (180).
The last two numbers are the wind speed (**04**).

Q: 85 **OVC007**	Q: 86 **1 1/2SM**
Q: 87 **BLPY, BR, DS**	Q: 88 **DU, DZ, FC**

A: 86 Visibility is 1 ½ statute miles (SM).	A: 85 Sky is overcast at 700 feet. Remember, Numbers are always in hundreds. 007 = 700 feet 070 = 7,000 feet 700 = 70,000 feet
A: 88 Widespread Dust, Drizzle, Funnel Cloud	A: 87 Blowing spray, Mist, Dust Storm

Q: 89 **+FC, FG, FU**	Q: 90 **GR, GS, HZ**
Q: 91 **IC, PL, PO**	Q: 92 **RA, SA, SG**

A: 90 Hail, Small Hail / Snow Pellets Haze	A: 89 Tornado / Water Spout Fog Smoke
A: 92 Rain Sand Snow Grains	A: 91 Ice Crystals Ice Pellets Dust / Sand Whirls

Q: 93 **SN, SQ, SS**	Q: 94 **UP, VA**
Q: 95 **CTAF**	Q: 96 **AWOS**

A: 94 Unknown Precipitation Volcanic Ash	A: 93 Snow Squall Sandstorm
A: 96 is for the weather … **automated weather observing system**	A: 95 Common Traffic Advisory Frequency is marked with a **C** On a Sectional Chart at an airport. 

Q: 97 **Red flags**	Q: 98 **Tick marks**
Q: 99 **Charts measurements**	Q: 100 **Class B Airspace**

A: 98 Measure minutes between latitude and longitude degrees. 60 minutes make up one degree. Each tick is one minute. Bigger ticks mark 5 minutes.	A: 97 mark VFR checkpoints which mean more planes might be there.
A: 100 … is the most restricted **Question**: what airspace is <u>not</u> shown on a sectional chart? **Answer**: Class A!	A: 99 **AGL** = (Above Ground Level) [for example: the parentheses contain the AGL height for an object; where as other numbers above the AGL air MSL height of an object] [FYI, note: 7^4 = When you see this on a chart … this represents Thousands (7) and Hundreds (4) of feet above Mean Sea Level for that area of the Sectional Chart … pilots fly above this level will not hit an obstruction]

Q: 101 **Class E Airspace**	Q: 102 **Must get ATC (Air Traffic Control) authorization**
Q: 103 **Class A**	Q: 104 **Class B**

A: 102 For class B, C, and D.	A: 101 … is the least restricted
A: 104 Surrounding major airports, **0 - 10,000** feet. Consists of multiple layers, like an upside-down wedding cake.	A: 103 From **18,000 feet to 60,000 feet**, all over the US.

Q: 105 **Class C**	Q: 106 **Class D**
Q: 107 **Class E**	Q: 108 **Class G**

A: 106 Surrounding airports with a control tower. **0 - 2,500** feet, no specific radius, just shaped around flight patterns. Outside control tower hours, Class D airspace is Class E or G.	A: 105 Surrounding airports with a control tower, radar, and over a specific amount of traffic. Usually 5 NM (nautical mile) radius from **0 - 4,000 feet**, and a 10 NM radius from **1,200-4,000 feet**.
A: 108 Uncontrolled airspace (below class E airspace).	A: 107 **Starts** at **700** or **1,200** feet and goes up to 18,000 feet. 700 = magenta color within line 1200 = blue color within line

Q: 109 **Prohibited Areas**	Q: 110 **Restricted Areas**
Q: 111 **Warning Areas**	Q: 112 **Military Operations Areas (MOAs)**

A: 110 It’s not prohibited, but if you fly here, it could be dangerous. The government might be testing artillery or missiles or UFOs. **R-###** is designation assigned to a restricted area	A: 109 Places like Camp David and the White House. **P-##** is designation assigned to a prohibited area
A: 112 If MOA is being used, nonparticipating IFR traffic may be cleared through an MOA if IFR separation can be provided by ATC. Airspace with defined limits established for the purpose of separating certain military training activities from IFR traffic.	A: 111 Domestic and international waters, from 3 NM outward from the US coast. [not really managed by the US.] **W-###** designation assigned to a warning area

Q: 113 **Alert Areas**	Q: 114 **Altitude Numbers**
Q: 115 **AC**	Q: 116 **ADM**

A: 114	A: 113
Altitude … written in 100s of feet above sea level (MSL). (like 41/12. So, 41/12 means 4100 ft, 1200 ft. SFC = Surface)	Depicted on aeronautical charts with an “A” followed by a number (e.g., A-211) to inform nonparticipating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity. Think skydiving training facility. **A-###** designation assigned to a warning area
A: 116	A: 115
Aeronautical Decision Making	Advisory Circulars

Q: 117 **AFM**	Q: 118 **AGL**
Q: 119 **AIM**	Q: 120 **AIS**

A: 118 Above Ground Level	A: 117 Aircraft Flight Manual
A: 120 Abbreviated Injury Scale	A: 119 Aeronautical Information Manual

Q: 121 **ASL**	Q: 122 **ASOS**
Q: 123 **ATC**	Q: 124 **ATCT**

A: 122 Automated Surface Observing System (monitors the weather)	A: 121 Above Sea Level
A: 124 Air Traffic Control Tower	A: 123 Air Traffic Control

Q: 125 **ATIS**	Q: 126 **AWC**
Q: 127 **AWOS**	Q: 128 **CFR**

A: 126 Aviation Weather Center	A: 125 Automatic Terminal Information System (a loop of useful information broadcast over the radio near an airport)
A: 128 Code of Federal Regulations	A: 127 Automated Weather Observing System

Q: 129 **CG**	Q: 130 **CoW**
Q: 131 **CRM**	Q: 132 **CS**

A: 130 Certificate of Waiver	A: 129 Center of Gravity
A: 132 Control Station (your remote control)	A: 131 Crew Resource Management

Q: 133 **CTAF**	Q: 134 **FAA**
Q: 135 **FDC**	Q: 136 **FLIP**

A: 134 Federal Aviation Administration	A: 133 Common Traffic Advisory Frequency
A: 136 Department of Defense **Fl**ight **I**nformation **P**ublication	A: 135 Flight Data Center

Q: 137 **FL**	Q: 138 **FSS**
Q: 139 **FTP**	Q: 140 **IFR**

A: 138 **Flight Service Station** Provides pilot briefings, *en route* communications, search-and-rescue services, help lost aircraft, etc.	A: 137 Flight Level
A: 140 **Instrument Flight Rules**	A: 139 Flight Termination Point

Q: 141 **ILS**	Q: 142 **LOA**
Q: 143 **METAR**	Q: 144 **MOA**

A: 142 Letter of Agreement	A: 141 Instrument Landing System
A: 144 **Military Operations Area**	A: 143 Aviation Routine Weather Reports **Meteorological Aeronautical Report**

Q: 145 **MSL**	Q: 146 **MTR**
Q: 147 **MULTICOM**	Q: 148 **NAS**

A: 146 Military Training Routes	A: 145 **Mean Sea Level**
A: 148 National Airspace System	A: 147 Not an acronym, just the radio frequency (122.9) we use to announce aircraft when there's no ATC.

Q: 149 **NM**	Q: 150 **NOTAM**
Q: 151 **NTAP**	Q: 152 **NTSB**

A: 150 Notice to Airman	A: 149 Nautical Miles
A: 152 National Transportation Safety Board	A: 151 Notice to Airman Publication

Q: 153 **NWS**	Q: 154 **OVC**
Q: 155 **PIC**	Q: 156 **POH**

A: 154 Overcast (from METAR)	A: 153 National Weather Service
A: 156 Pilot Operating Handbook	A: 155 Pilot In Control. You, flying the UA or drone.

Q: 157 **RA**	Q: 158 **SFC**
Q: 159 **SIDA**	Q: 160 **SM**

A: 158 Surface	A: 157 Rain
A: 160 Statute Miles	A: 159 Secure Identification Display Area. The part of the airport where you need to be wearing a badge.

Q: 161 **SMS**	Q: 162 **sUAS**
Q: 163 **TAF**	Q: 164 **TFR**

A: 162 Small Unmanned Aircraft Systems (aka., drone, UA, UAS)	A: 161 Safety Management System
A: 164 **Temporary Flight Restriction**	A: 163 **Terminal Aerodrome Forecast**

Q: 165 **UA**	Q: 166 **UAS**
Q: 167 **UNICOM**	Q: 168 **VFR**

A: 166 Unmanned Aircraft System (aka., drone, sUAS, UA)	A: 165 Unmanned Aircraft (aka., drone, sUAS, UAS)
A: 168 Visual Flight Rules	A: 167 A UNICOM (**universal communications**) station is an air-ground communication facility operated by a non-air traffic control private agency to provide advisory service at uncontrolled aerodromes and airports and to provide various non-flight services, such as requesting a taxi, even at towered airports. 122.8

Q: 169 **VLOS**	Q: 170 **VO**
Q: 171 **VOR**	Q: 172 **VR**

A: 170 Visual Observer	A: 169 Visual Line-of-Sight
A: 172 Visual Flight Rules Military Training Routes On sectional chart … VR-#### (IR also applies to Military Training Routes; IR-####)	A: 171 **Very High Frequency Omnidirectional Range** - navigation beacons - sectional charts have graphic representations where VORs are situated (near or around an airport)

Q: 173 Personality factor **Machismo**	Q: 174 Personality factor **Impulsivity**
Q: 175 Personality factor **Invulnerability**	Q: 176 Personality factor **Resignation**

A: 174 Doing something without thinking about it. Antidote: Not so fast. Think First.	A: 173 Taking risks to impress others. Antidote: Taking chances is foolish
A: 176 What's the use? They don't control their destiny Antidote: I'm not helpless. I can make a difference.	A: 175 Thinking accidents won't happen to you. Antidote: It Could happen to me

Q: 177 Personality factor **Anti-authority**	Q: 178 **Advisory Circular (AC)**
Q: 179 **Aeronautical Advisory Stations (UNICOM)**	Q: 180 **Aeronautical Decision Making (ADM)**

A: 178 Type of publication offered by the Federal Aviation Administration (FAA). Unless they're incorporated into a regulation by specific reference, ACs are issued to inform the public of nonregulatory material and are not binding.	A: 177 Nobody can tell me what to do. Antidote: Follow the rules. They are usually right.
A: 180 Systematic mental approach to consistently determine the best course of action in a given situation	A: 179 Air to ground communication facility employed at airports with a low volume of general aviation traffic and where **no** control tower is active.

Q: 181 **Aeronautical Information Manual (AIM)**	Q: 182 **Aeronautical Knowledge Test**
Q: 183 **Air Traffic Control (ATC)**	Q: 184 **Airmen's Meteorological Information (AIRMET)**

A: 182 Federal Aviation Association (FAA) exam required to become a Remote Pilot in Command (PIC) for a Small Unmanned Aircraft System (sUAS).	A: 181 Federal Aviation Association (FAA) official guide to basic flight information and Air Traffic Control (ATC) procedures.
A: 184 Weather advisory that contains information about weather events that are potentially unsafe. Compared to SIGMETs, AIRMETs cover less severe weather.	A: 183 Responsible for providing the safe, orderly, and expeditious flow of air traffic at airports where the type of operations and/or volume of traffic requires such a service.

Q: 185 **Automated Surface Observing System (ASOS)**	Q: 186 **Automated Terminal Information Service (ATIS)**
Q: 187 **Standard Pressure** **altitude**	Q: 188 **Abbreviations - 1**

A: 186 Continuous broadcast of recorded aeronautical information in busier airports. Contain essential information such as weather information, active runways, available approaches, and NOTAM.	A: 185 Weather reporting system that provides surface observations up to the minute via digitized voice broadcasts and printed reports
A: 188 **MSL** - Mean Sea level **PIC** - Pilot in Command **RPIC** - Remote Pilot in Command **ATC** - Air Traffic Control **IFR** - Instrument Flight Rules **IAPs** - Instrument Approach Procedures **NAS** - National Airspace System **AIM** - Aeronautical Information Manual **AGL** - Above Ground Level **MEF** - Maximum Elevation Figure	A: 187 What does altimeter 29.92 mean? When you set your altimeter to 29.92, you're flying at **standard pressure altitude**. This is the altitude of the aircraft above the standard datum plane, the theoretical location where at 15 degrees Celsius the altimeter setting will equal 29.92 inches of mercury.

Q: 189 **Abbreviations - 2**	Q: 190 **Abbreviations - 3**
Q: 191 **Abbreviations - 4**	Q: 192 **Abbreviations - 5**

A: 190

NSA - National Security Area
ADIZ - Air Defense Identification Zone
DVFR - Defense VFR
FRZ - Flight Restricted Zone
FS - Flight Service
ASOS - Automated Surface Observing System
AWOS - Automated Weather Observing Station
IR & VR - MTRs (Instrument; Visual)
FDC - Flight Data Center
NOTAM - Notice to Airman
BIRDTAM - Bird Notice
B4UFLY - Before You Fly (APP)
ADM - Aeronautical Decision Making

A: 189

FL - Flight Level
SAO - Special Area of Operations
MOA - Military Operation Area
VFR - Visual Flight Rules
FSS - Flight Service Station
FIC - Flight Information Center
CFAs - Controlled Firing Areas
LAA - Local Airport Advisory
MTR - Military Training Route
TFR - Temporary Flight Restriction
TRSA - Terminal Radar Service Area

A: 192

KT - knots
G - gust
V - Variable wind direction
SM - statute miles
VC - Vicinity
TCU - **t**owering **cu**mulus
CB - cumulonimbus
M - minus
“Hg - Altimeter Inches of Mercury
SLP - Sea Level Pressure
R##/#### - R =Runway / distance visibility

A: 191

RVR - Runway Visual Range
METAR - METeorological Aerodrome Reports
PIREPs - (Pilot report - weather)
SPECI - Special Report (METAR related)
ICAO - International Civil Aviation Organization
UTC - Coordinated Universal Time
Z - Zulu Time
AUTO - Automated Source
AO1 - no AUTO precipitation discriminator
AO2 - AUTO with precipitation discriminator
COR - Corrected report
VRB - Variable weather

Q: 193 **Abbreviations - 6**	Q: 194 **Abbreviations - 7**
Q: 195 **Abbreviations - 8**	Q: 196 **Abbreviations - 9**

A: 194

CG - Center of Gravity
CP - Center of Pressure
Gs - acceleration of gravity
ROT - Rate of Turn
AC - Advisory Circular
CRM - Crew Resource Management
UNICOM - Universal Communications stations
CTAF - Common Traffic Advisory Frequency
MULTICOM - is not an abbreviation or acronym
GA - General Aviation

A: 193

RMK - Remark
TAF - Terminal Aerodrome Forecast
TAF AMD - TAF amended
TEMPO - temporary
SIGMETs - Convective Significant Meteorological Information
AIRMET - Airmen's Meterological Information
HEM's Tool - Aviation weather
WST - Convective Significant Meteorological Advisories
AOA - Angle of Attack
ISA - International Standard Atmosphere
29.92 “Hg - standard sea level pressure (1,013.2 mb)

A: 196

PAVE - Pilot, Aircraft, enVirnoment, External pressures
SOPs - standard operating procedures
3P model - Checklist: Perceive, Process, Perform
CARE - Consequences, Alternatives, Reality, External factors
TEAM - Transfer, Eliminate, Accept, or Mitigate
DECIDE - Detect, Estimate, Choose, Identify, Do, Evaluate
ATIS - Automated Terminal Information Service
Minute - A minute of latitude is 1.15 miles or 1 nautical mile
LAANC - Low Altitude Authorization and Notification Capability

A: 195

OTC - over-the-counter (i.e., medications)
VO - Visual Observer
FDA - U.S. Food and Drug Administration
FAA - Federal Aviation Administration
IMSAFE - Illness, Medication, Stress, Alcohol, Fatigue, and Emotion
SRM - Single-Pilot Resource Management
RM - Risk Management
AM - Automation Management
CFIT - controlled flight into terrain
SA - situational awareness

Q: 197 **MSL applies to:**	Q: 198 **AGL applies to:**
Q: 199 **Compass Readings Relate to ...**	Q: 200 **ADDED Study Cards**

A: 198 Feature (###) feet height (on sectional chart) Cloud Base (METAR, TAF) Federal Airways **(i.e., Victor Airway (Blue line on sectional chart) V-## Starts at 1,200 up to 18, 000 MSL)** Class G airspace	A: 197 Airports Feature ### feet height (on sectional chart) Applies to Class A to E
A: 200 Based on additional searching for help.	A: 199 **Magnetic** > Runway Numbers ---------- **True North** > METAR, TAF wind direction (Compass headings (in print)

Q: 201 **Simple Ways to Read an Altimeter**	Q: 202 **How to read Figure 3 altimeters**
Q: 203 **Reading an altimeter**	Q: 204 **>>> Additional Terms Found in Various Sources**

A: 202

The website for “Century of Flight” has a copyrighted page with a diagram you can refer to.

The dial pictured on their web page is set up exactly as the Figure 3 dials shown in the FAA supplement document used in the test.

On the next card you will find an image, explanation, and what appears to be the reading based on one of the three altimeter images in Figure 3.

See the explanation here:

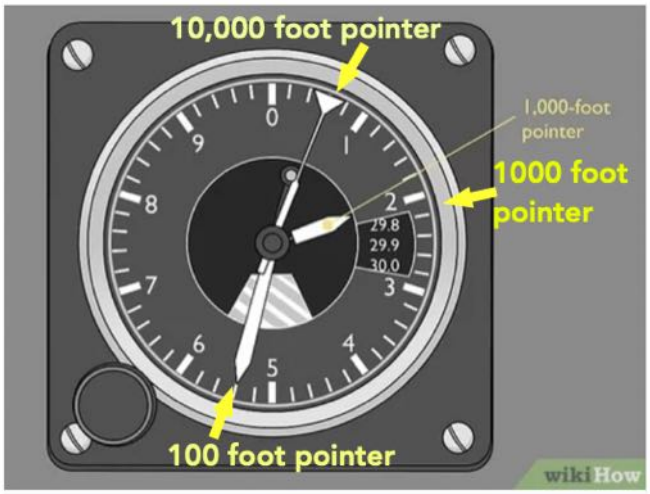
https://www.century-of-flight.net/aircraft-altimeters-explained/

A: 201

The numbers on the dial each represent 100 feet, **and the 4 indices, or lines, between the numbers each represent 20 feet.** Add the reading from this pointer to the numbers from the others to get your total altitude. For example, if the 100-foot pointer is at the 2nd line past the 5, then you read it as 540 feet.

For a more extended explanation:

Simple Ways to Read an Altimeter - wikiHow:



https://www.wikihow.com/Read-an-Altimeter

A: 204

NTIS: National Technical Information Service (Privacy, Policy & Security) If the Part 107 test asks about privacy issues, this is the government service that addresses such issues.

A: 203

The altimeter dial is not explained in the test supplement document. Looking at the three altimeters pictured there (Figure 3), the dial does not look exactly like most examples on the web. However, the **long needle is for 100 feet**, with tick marks for each 20 feet between the 100s, the **next shorter and fat needle is for 1,000s of feet**; the **smallest and shortest needle inside the inner circle is for 10,000s of feet**. If this appears on the test, look first at the answers first and then refer to the dial.

Q: 205 **Special Airworthiness Certificates**	Q: 206 **Nationwide Community - Based Organization**
Q: 207 **'External Pilot'**	Q: 208 **FAA - Recognized Equivalent**

A: 206 Means, in part, a "membership based association that represents the aeromodeling community within the United States; [and] provides its members a comprehensive set of safety guidelines that underscores safe aeromodeling operations within the NAS and the protection and safety of the general public on the ground." [FYI: this term is not in the 2016 FAA Study Guide not in Part 107]	A: 205 A certificate used for all aircraft that are certificated in categories ***other than standard.***
A: 208 FAA recognition that **a public agency** may exercise its own internal processes regarding airworthiness and pilot, aircrew, and maintenance personnel certification and training, and the agency has determined that its UAS are capable of safe operation in the National Airspace system (NAS) when conducting **public aircraft** operations under the Title 49 of the United States Code. [Note the distinction between public and civil aircraft… UA and sUAS pilots fly civil aircraft. This includes recreational and 107 PICs.]	A: 207 A remote pilot who controls the UA from outside of an enclosure. (FYI: Web search does not come up with this definition. However, the term **Drone Pilot** now seems to associate more so with Part 107 certification as opposed to simply recreational drone flying by non-certified person. See https://www.faa.gov/uas/commercial_operators/become_a_drc (updated info in 2020)

Q: 209 **Optionally Piloted Aircraft (OPA)**	Q: 210 **Indirect Control**
Q: 211 **'Internal Pilot'**	Q: 212 Reference List: Web Sources

A: 210 The capability of a remote pilot to affect the trajectory of the aircraft ***through computer input*** to an onboard flight control system. (FYI not in study guide or Part 107)	A: 209 A **manned aircraft** that can be controlled by a **remote pilot** from a location not onboard the aircraft. An aircraft having UAS technology and retains the capability of being flown by a Pilot Onboard (PO) using conventional methods. [FYI, web search comes up with some related info however this term does not appear in the 2016 FAA Study Guide nor in Part 107]
A: 212 CRAM flash cards link: https://www.cram.com/flashcards/part-107-7440871 Study stack free flashcards link: https://www.studystack.com/flashcard-3208162 Quizlet flashcard link: https://quizlet.com/146247802/faa-107-flash-cards/ … and you can do a web search for additional sources. The above cited references have provided information that in many cased in this set of flashcards has been updated in content in format. Plus some new cards have been added here.	A: 211 A remote PIC who flies from *inside an enclosure* and does not have VLOS with the aircraft. [FYI: beware … this term appears very inconsistent with FAA and is not in the 2016 FAA Study Guide nor in Part 107]