

Ten original questions in the style of the Transport Canada Advanced exam — 50 questions, 60 minutes, 80% to pass, minimum age 16. Give yourself 70 seconds each and score honestly at the end. Current to the CARs amendments in force 1 April and 4 November 2025 · Last verified 25 July 2026.

AIRSPACE

1. As an Advanced certificate holder, you want to fly your small RPA in Class D airspace near a controlled airport. Before the flight you must obtain:

- a) An SFOC from Transport Canada
- b) An RPAS Flight Authorization from NAV CANADA
- c) Written permission from the airport operator
- d) Nothing — the Advanced certificate alone is sufficient

AIRSPACE

2. You are inspecting a 90 m communications tower and stay within 61 m horizontally of it. Your maximum permitted altitude is:

- a) Level with the top of the tower, never above it
- b) 122 m (400 ft) AGL, the same as anywhere else
- c) Unlimited while you remain within 61 m of the structure
- d) 30 m (100 ft) above the top of the tower

METEOROLOGY

3. In a METAR, the cloud group BKN008 means:

- a) Broken cloud with a base at 800 ft AGL
- b) Scattered cloud at 8,000 ft
- c) Visibility 8 km in mist
- d) Overcast at 80 ft

METEOROLOGY

4. An evening METAR shows temperature 14°C, dew point 13°C and light winds. Overnight you should anticipate:

- a) Strong gusts and mechanical turbulence
- b) Radiation fog or low stratus forming
- c) Rapidly improving visibility
- d) Thunderstorm development

SYSTEMS

5. During pre-flight you find one of your LiPo packs visibly swollen. You should:

- a) Fly it one last time on a short, low flight
- b) Retire the pack and dispose of it safely
- c) Store it fully charged and re-check it next week
- d) Press it flat and recharge it at a lower rate

THEORY OF FLIGHT

6. In a level, coordinated 60° bank turn, the load factor on the aircraft is:

- a) 1.5 g
- b) 1 g
- c) 2 g
- d) 4 g

HUMAN FACTORS

7. In the IM SAFE personal checklist, the final E stands for:

- a) Emotion
- b) Eating
- c) Experience
- d) Equipment

AIR LAW

8. You sell your registered small RPA to another pilot. What happens to the registration?

- a) Registration is optional for second-hand drones
- b) The aircraft must be re-marked with a brand-new number
- c) The seller keeps the number for their next drone
- d) The number stays with the aircraft; the new owner must register the change of ownership

EMERGENCIES

9. Your RPA stops responding to control inputs and tracks toward a group of bystanders. Your first priority is to:

- a) Attempt a controller reboot before anything else
- b) Note the GPS coordinates for the incident report
- c) Warn the people at risk and protect persons on the ground
- d) Recover the aircraft undamaged

CURRENT RULES · EVLOS

10. In an EVLOS operation under the rules in force since 4 November 2025, the pilot, the visual observers and the aircraft must all remain within:

- a) 2 NM of each other
- b) Visual range of the nearest aerodrome
- c) 1 NM of the launch point
- d) 500 m of each other

ANSWERS

Q1 — (b) An RPAS Flight Authorization from NAV CANADA. Controlled airspace (Class C, D or E) requires a written RPAS Flight Authorization from NAV CANADA, requested through their online system. The Advanced certificate makes you eligible to ask; it is not itself the permission.

Q2 — (d) 30 m (100 ft) above the top of the tower. The general ceiling is 122 m (400 ft) AGL, but within 61 m (200 ft) horizontally of a building or structure you may fly up to 30 m (100 ft) above it — here, 120 m above ground.

Q3 — (a) Broken cloud with a base at 800 ft AGL. Cloud groups code amount then height in hundreds of feet AGL: BKN008 is broken cloud (5–7 oktas) based at 800 ft — low enough to matter to any RPAS operation.

Q4 — (b) Radiation fog or low stratus forming. A temperature–dew-point spread of only 1°C with light winds and nighttime cooling is the classic setup for radiation fog or low stratus. Expect poor visibility around dawn.

Q5 — (b) Retire the pack and dispose of it safely. Swelling means gas from internal chemical breakdown: the pack is damaged and is a fire risk on charge or under load. Discharge it safely and take it to a battery recycling point — never fly it again.

Q6 — (c) 2 g. Load factor in a level turn is 1 divided by the cosine of the bank angle; $\cos 60^\circ = 0.5$, so the aircraft and everything on it effectively weighs twice as much. Stall speed rises with the square root of load factor — about 41% higher at 60° of bank.

Q7 — (a) Emotion. IM SAFE is Illness, Medication, Stress, Alcohol, Fatigue, Emotion — a quick self-check of whether you are fit to operate today, not just whether the aircraft is.

Q8 — (d) The number stays with the aircraft; the new owner must register the change of ownership. Registration (\$10) belongs to the aircraft, not the pilot: the marked registration number stays with the airframe when it changes hands, and the new owner must register as its owner. Every drone of 250 g or more must be registered before flight.

Q9 — (c) Warn the people at risk and protect persons on the ground. In a fly-away, people come first — warn and move anyone at risk, then deal with the aircraft, then the paperwork. If it caused or risked a collision or injury, it is reportable to Transport Canada.

Q10 — (a) 2 NM of each other. EVLOS lets an Advanced pilot fly a small RPA beyond their own line of sight using trained observers (each holding at least a Basic certificate), in uncontrolled airspace only, with everything — pilot, observers and aircraft — inside a 2 NM bubble.

BEFORE YOU BOOK

If you scored 8+, the real exam will still surprise you — it's wider than it is deep. The full 50-question practice exam and the Operations Guide are at dronesview.ca/store. When you pass, we run the flight review.