

7 Most Common Mistakes That Make Pilots Fail the FAA Part 107 Exam

Your trusted guide to FAA Part 107 success



Most Common Mistakes That Make Pilots Fail the Part 107 Exam.

Introduction

Every year, thousands of aspiring drone pilots decide to take the FAA Part 107 exam in order to obtain the **Remote Pilot Certificate**—the essential requirement to legally and professionally operate drones for commercial purposes in the United States. And yet, despite their enthusiasm and commitment, a significant percentage of candidates fail the exam on their first attempt.

Why does this happen?

The answer is simple: not because the exam is impossible, but because many underestimate the preparation required and fall into common mistakes that could have been easily avoided.

The Part 107 test doesn't measure your flying skills—it measures your **theoretical knowledge**. You'll face 60 multiple-choice questions within a maximum of 2 hours, and to pass you need a score of at least 70%. So, it's not just about knowing how to fly; you must prove that you understand regulations, airspace classifications, meteorology, safety procedures, and legal responsibilities. The FAA wants to ensure that every commercial pilot can operate safely, protecting both themselves and people on the ground.

Why so many fail on their first try

Those who don't pass almost always fall into the same traps:

- focusing on piloting skills instead of theory,
- trying to memorize without understanding,
- ignoring complex topics like sectional charts or METARs,
- not knowing the operational limits established by the regulations,
- underestimating time management and stress on exam day.

All of these mistakes are **predictable** and, most importantly, **avoidable**. The goal of this PDF is to show you the 7 most common errors that lead candidates to fail—and to give you the keys to avoid them.

Why this guide is different

If you search online, you'll find countless forums, videos, and articles on the Part 107 exam. Many of these, however, are incomplete, outdated, or focus only on "hacks to pass the test." The truth is that **memorizing answers is not enough**: FAA questions change frequently and are worded differently on purpose to test your true understanding.

The value of this guide lies in the fact that it is based on:

Most Common Mistakes That Make Pilots Fail the Part 107 Exam.

- **official FAA guidelines**,
- **real pilot experiences** shared on forums and communities,
- **updated reports** on the most common exam "pain points,"
- **certified study materials** used in leading preparation schools.

In other words, you won't find shortcuts—you'll find a clear path to **avoid traps** and study strategically.

The advantage of avoiding mistakes

Preparing with awareness brings you two huge benefits:

1. **Saving time and money.** Each exam attempt costs around \$160. Failing means paying again, rescheduling, waiting for another slot, and delaying the start of your professional career.
2. **Building real safety and professionalism.** You're not just studying to pass a quiz. You're acquiring knowledge that will follow you throughout your career as a pilot. Understanding regulations, airspace, and operational limits makes you a reliable professional ready to handle legal responsibilities and complex situations.

Who this guide is for

This guide is designed for anyone who wants to:

- turn their passion for drones into a profitable business,
- earn the Part 107 certificate without wasting time,
- avoid the most common mistakes that make many fail,
- get a preview of the structured study method offered in our full course.

Whether you're a photographer looking to sell aerial footage, a real estate professional, a farmer using drones to monitor crops, or simply a hobbyist wanting to monetize your skills, this guide will help you understand where to start.

Your first step to success

Reading this PDF won't give you the license automatically, but it will help you avoid the missteps that cost beginners time, money, and motivation. Think of it as a **risk map**: by knowing where most students trip up, you'll move more confidently and focus your efforts on what really matters.

In the following chapters, you'll find a breakdown of the **7 most common mistakes**, explained with practical examples, FAA references, and actionable tips. Some of these mistakes may sound simple, but they are exactly what determines whether you pass on your first attempt or end up retaking the exam.

Your goal is clear: **earn your Part 107 certificate and start working as an FAA-certified drone pilot**. My goal, with this guide, is to get you to exam day fully prepared and confident.

If you're ready to avoid the 7 mistakes that make most candidates fail, let's begin.

Most Common Mistakes That Make Pilots Fail the Part 107 Exam.

1. Not Understanding the Difference Between Recreational and Commercial Use

One of the biggest and most fundamental mistakes new drone pilots make is **not fully understanding the difference between recreational flying and commercial operations**. At first glance, the distinction may seem obvious: if you're flying for fun, it's recreational; if you're flying for money, it's commercial. But the FAA's definition goes much deeper than that, and misunderstanding it has led many pilots into trouble.

The FAA's Definition of "Commercial"

The FAA defines commercial drone use as **any operation where the pilot receives compensation or has the intent to further a business, regardless of the amount or form of payment**. This means that commercial use is not limited to direct cash payments. Compensation can be:

- money for aerial photos or videos,
- free products or services in exchange for drone work,
- discounts, gift cards, or tickets,
- even "exposure" or bartering agreements.

For example, if you take photos of a local restaurant's outdoor seating area and in return they give you a free meal, that flight is considered a **commercial operation** under FAA rules. Even though no money exchanged hands, the FAA still views it as compensation.

By contrast, purely **recreational flying** means flying strictly for personal enjoyment, with no form of compensation or benefit to a business.

Why This Mistake Causes Pilots to Fail

On the Part 107 exam, several questions test whether you truly understand this distinction. A common trap is that many people assume "commercial" only applies when a drone pilot is directly paid in cash. That misunderstanding leads to wrong answers on the exam and, more importantly, illegal flights in real life.

For instance, you might see a question like this on the exam:

You fly your drone to capture photos of a sporting event. Later, you post the photos on your YouTube channel that is monetized with ads. Does this flight fall under recreational or commercial use?

Many beginners are tempted to answer "recreational" because they weren't paid by the sports team. But the correct answer is **commercial**, because the footage generated revenue through monetized views.

Real-World Consequences

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Flying under the wrong classification isn't just a test failure—it can have serious legal and financial consequences. The FAA has issued fines as high as **\$250,000** and even pursued legal action for unlicensed commercial drone use. Even small-scale operators have faced warnings or penalties when caught selling drone footage without a Part 107 certificate.

A common example is photographers who initially fly drones as a hobby but later decide to sell some of their images online. The moment they list a photo for sale, even if it was captured during a recreational flight, the FAA considers it a **commercial operation**.

What the FAA Requires

- **Recreational Flyers** must take the **TRUST test** (The Recreational UAS Safety Test) and follow recreational flying rules, including staying under 400 feet and flying in uncontrolled Class G airspace unless they have specific approval.
- **Commercial Flyers** must pass the **Part 107 exam**, obtain the Remote Pilot Certificate, and follow stricter rules regarding operations, reporting, and waivers.

In short: if your drone flight has **any business purpose**, you must be Part 107 certified.

How to Avoid This Mistake

1. **Always ask yourself:** “Does this flight provide me or someone else with compensation or business benefit?” If yes, it's commercial.
2. **Don't underestimate bartering.** If you exchange your drone footage for goods, services, or exposure, you are operating commercially.
3. **Keep personal and business flights separate.** Make sure you know when you're flying recreationally for fun and when you're flying under Part 107 rules.
4. **Study real-world scenarios.** Many Part 107 practice tests and FAA study guides include situational questions that challenge you to classify a flight correctly. Practice with these so you don't get caught by trick wording.

Why Understanding This Matters

This distinction is more than just a technicality. It defines your responsibilities as a drone pilot. Recreational flyers have lighter requirements, but commercial pilots carry greater responsibility for safety, compliance, and accountability.

By fully understanding the boundary between recreational and commercial use, you're not just ensuring you pass the Part 107 exam—you're protecting your future business. Misclassifying your flights can lead to failed test questions, legal violations, and loss of trust with clients.

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In other words: if you plan to make even a single dollar—or get a single perk—from your drone flights, you must be certified under Part 107.

2. Underestimating the Exam and Not Having a Study Plan

Another common reason why aspiring drone pilots fail the Part 107 exam is simply **underestimating the amount of preparation required**. Too many candidates walk into the testing center believing that basic flying skills and a quick review of some YouTube videos will be enough to pass. The reality is very different.

The Real Scope of the Exam

The FAA Part 107 exam isn't about your ability to handle a drone—it's about your ability to safely integrate into the national airspace system. That means you'll be tested on **127 official knowledge concepts** outlined by the FAA, covering topics that range from aeronautical charts to weather interpretation, from regulations to risk management.

Here are just a few areas that catch unprepared students off guard:

- **Airspace classifications** (A, B, C, D, E, G) and special use areas.
- **Sectional chart reading**—symbols, altitudes, and restricted zones.
- **METAR and TAF reports**—understanding coded weather data.
- **Operational limits**—altitude, speed, visibility, cloud clearance.
- **Emergency procedures** and accident reporting.
- **Human factors** like fatigue, alcohol restrictions, and crew roles.

Without a structured approach, it's easy to get lost, waste time, and arrive at the exam confused.

Why Just "More Hours" Isn't Enough

The FAA suggests 15–20 hours of preparation for most candidates. But here's the truth: many students spend those hours inefficiently—jumping from one resource to another, reading outdated materials, or memorizing practice questions instead of actually learning the concepts.

It's not just about the number of hours—it's about the **quality of your study plan**. That's why so many people fail despite putting in dozens of hours: they studied hard, but not smart.

How a Structured Plan Helps

Our course is designed specifically to **guide you through the FAA's 127 required knowledge areas in the most efficient way possible**. Instead of spending weeks trying to figure out what to focus on, you'll have a step-by-step system that teaches you exactly what you need to know—and nothing you don't.

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We break the content down into **8 focused modules**, each one aligned with the FAA's knowledge requirements:

1. Regulations and Responsibilities

Part 107 rules, Remote Pilot in Command duties, waivers, reporting requirements.

2. Airspace Classification and Sectional Charts

Controlled vs uncontrolled airspace, reading sectional charts, understanding AGL vs MSL.

3. Weather Theory and METAR/TAF Reports

How weather affects flight, decoding METAR and TAF, visibility and cloud requirements.

4. Aircraft Performance and Loading

Weight and balance, center of gravity, performance impacts on drones.

5. Crew Resource Management and Human Factors

Fatigue, alcohol restrictions, decision-making, working with visual observers.

6. Emergency Procedures and Risk Management

Lost link scenarios, accident reporting, identifying hazards, safety culture.

7. Operational Procedures and Maintenance

Preflight inspections, battery management, record keeping, flight logs.

8. Exam Strategy and Practice

How to use the FAA Testing Supplement, eliminate wrong answers, and manage exam time effectively.

By completing these 8 modules, you'll not only cover all **127 FAA knowledge concepts**, but you'll also learn how they connect to real-world drone operations.

Why This Matters

Without a structured plan, many students either:

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- waste time on topics that won't even appear on the exam, or
- skip over areas that make up **50–70% of the questions** (like airspace and weather).

That's why "studying on your own" often leads to failure. The exam isn't just about memorizing terms—it's about understanding how everything fits together so you can answer tricky, situational questions correctly.

The Bottom Line

Failing to create a study plan is like trying to fly a mission without checking the weather, batteries, or airspace. You might get lucky, but the odds are stacked against you.

If you want to maximize your chances of passing the exam on the first try, you need a structured roadmap—one that ensures you cover all 127 FAA knowledge concepts in a way that actually sticks.

Our course is designed to be that roadmap. It takes the overwhelm out of preparation and gives you the confidence to walk into the testing center knowing exactly what to expect.

Don't underestimate the exam. Don't waste your time studying in circles. **Follow the plan, master the 127 concepts, and pass with confidence.**

3. Not Understanding Airspace and Sectional Charts

If there's one area that consistently causes problems for Part 107 candidates, it's **airspace classification and sectional charts**. In fact, according to FAA exam performance reports, questions about airspace and weather together make up **over 50% of the exam**. That means if you don't master this topic, you're almost guaranteed to fail.

Why Airspace Is So Important

The FAA's number one priority is safety in the National Airspace System (NAS). As a remote pilot, you're not flying in isolation—you're sharing the skies with manned aircraft, helicopters, and sometimes military operations.

That's why the FAA requires you to understand:

- **Airspace classifications (A, B, C, D, E, G)** and what they mean.
- Where drones are allowed to fly without authorization.
- When you need prior approval (through LAANC or DroneZone).
- How to interpret the symbols, altitudes, and boundaries shown on sectional charts.

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This isn't just test material—it's practical knowledge you'll use every time you fly.

The Common Mistakes Students Make

Many candidates fail this section because they:

- Confuse **AGL (Above Ground Level)** with **MSL (Mean Sea Level)**. On the test, altitudes are often given in MSL, but drones are limited to 400 feet **AGL**. Mixing these up leads to wrong answers.
- Don't understand the difference between **controlled and uncontrolled airspace**. For example, Class G (uncontrolled) is generally safe for drones, while Class B (busy, big airports) requires explicit authorization.
- Misinterpret **blue vs magenta lines** on sectional charts. Blue = higher priority controlled zones (Class B, Class D), magenta = lower altitude controlled zones (Class C, Class E).
- Overlook the **dashed vs solid lines** that indicate whether Class E starts at the surface or higher altitudes.
- Fail to use the **Testing Supplement legend**, which provides the answers to many chart-related questions if you know how to read it.

An Example of a Trick Question

A typical FAA exam question might ask:

You plan to fly your drone near a small airport. The sectional chart shows a dashed blue circle around the airport. What type of airspace is this and what must you do before flying?

- Correct answer: **Class D airspace. You must obtain authorization before flying (via LAANC or DroneZone).**
- Common wrong answer: "Class G airspace, no authorization needed" (because the pilot didn't recognize the dashed blue line).

This type of question demonstrates why memorization isn't enough. You must **practice reading real charts** and connecting symbols to operational requirements.

How to Master This Section

In our course, we dedicate an entire module to **Airspace Classification and Sectional Charts**, breaking it down step by step:

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1. **Controlled vs Uncontrolled Airspace** – Clear rules on where drones can and cannot operate.
2. **Class A through G Overview** – Simple memory tricks to remember each class.
3. **Chart Symbols** – How to read altitudes, floors, ceilings, and restricted areas.
4. **AGL vs MSL** – Why it matters and how to avoid confusion.
5. **Special Use Airspace** – MOAs, restricted areas, Prohibited zones, and how they apply to drones.
6. **Authorization Systems** – LAANC, DroneZone, and what to do when your request is denied.

This systematic approach ensures you not only recognize the symbols but also understand their real-world implications.

Why This Matters Beyond the Exam

Misunderstanding airspace isn't just a test-day problem—it's a **safety hazard and a legal risk**. Flying without proper authorization in controlled airspace can result in:

- FAA fines up to **\$32,666 per violation**,
- suspension or revocation of your certificate,
- and in extreme cases, criminal penalties.

Even if you're never caught, flying without understanding the chart could put your drone in the path of a manned aircraft—something the FAA takes very seriously.

The Bottom Line

Airspace and sectional charts may seem overwhelming at first, but they're one of the most **test-heavy and practical areas** of the Part 107 exam. Failing to study this properly is like trying to drive without knowing what road signs mean.

By mastering this section, you'll not only gain a huge advantage on the exam, but you'll also be building the foundation for safe, confident operations as a professional drone pilot.

Tip: Don't just memorize symbols—practice with real sectional charts, and always use the FAA Testing Supplement legend during practice. That's how you'll turn a major weakness into one of your strongest areas.

4. Ignoring METAR and TAF: The "Achilles' Heel" for Most Candidates

When FAA exam takers share their struggles, one topic comes up again and again: **weather reports, specifically METARs and TAFs**. For many students, this is the single hardest part of the Part 107 test. It's no surprise—these coded weather reports look intimidating, full of abbreviations and numbers that seem impossible to decipher at first glance.

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Unfortunately, too many candidates make the mistake of **skipping or downplaying this section**, thinking it won't be heavily tested. That's a costly error. In reality, METARs and TAFs are a **core part of the exam** and represent knowledge you'll use every time you fly.

What Are METAR and TAF?

- **METAR (Meteorological Aerodrome Report):** An observation report that provides real-time weather conditions at an airport, updated every hour. Think of it as a snapshot of the current weather.
- **TAF (Terminal Aerodrome Forecast):** A forecast issued four times a day that predicts weather conditions for the next 24–30 hours in the area around an airport.

For drone pilots, these reports are critical because they provide the information needed to determine:

- visibility,
- wind speed and direction,
- cloud cover and ceiling,
- and whether it's safe to operate under Part 107 rules.

Why This Section Trips People Up

Most candidates fail METAR/TAF questions because:

- They **don't practice decoding** the abbreviations.
- They confuse **visibility vs ceiling** (cloud height).
- They overlook important details like **gusting winds or special conditions** (e.g., BR for mist, RA for rain, FG for fog).
- They panic when faced with what looks like a "wall of text" instead of breaking it down step by step.

Here's an example of a real METAR:

```
METAR KATL 121753Z 22015G22KT 10SM FEW045 SCT080 BKN250 30/20 A2992
```

To the untrained eye, this looks like gibberish. But if you break it down:

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- **KATL** – Atlanta International Airport
- **121753Z** – Report issued on the 12th at 17:53 Zulu (UTC)
- **22015G22KT** – Winds from 220° at 15 knots, gusting to 22 knots
- **10SM** – Visibility 10 statute miles
- **FEW045 SCT080 BKN250** – Few clouds at 4,500 feet, scattered at 8,000, broken layer at 25,000
- **30/20** – Temperature 30°C, dew point 20°C
- **A2992** – Altimeter 29.92 inHg

Suddenly, it makes sense—and it's directly applicable to whether you can legally and safely fly.

An Example of a TAF

TAF KATL 121720Z 1218/1324 22015KT P6SM SCT040 BKN080 TEMPO 1218/1222 3SM TSRA BKN030CB

- Forecast valid from the 12th at 1800 UTC through the 13th at 2400 UTC.
- Winds 220° at 15 knots, visibility >6 statute miles.
- Scattered clouds at 4,000, broken at 8,000.
- Temporary condition between 18:00–22:00: thunderstorms with rain, visibility 3 miles, cumulonimbus clouds at 3,000 feet.

This tells you that while it may be safe to fly during most of the period, thunderstorms could pose a risk at certain times.

Why the FAA Tests This

The FAA doesn't expect you to become a meteorologist, but they **do expect you to understand how weather impacts drone safety**. Strong winds, low visibility, or cloud cover can quickly make a flight unsafe. By testing your ability to read METARs and TAFs, the FAA ensures that you can recognize and avoid hazardous conditions.

How to Master This Section

In our course, we dedicate an entire module to **Weather Theory and METAR/TAF reports**, with a practical step-by-step approach:

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1. **Breaking down the codes** – learning the most common abbreviations.
2. **Identifying key flight factors** – wind, visibility, ceiling, precipitation.
3. **Spotting red flags** – gusts, fog, thunderstorms, low ceilings.
4. **Practice decoding** – working through real-world METARs and TAFs.
5. **Applying to Part 107 rules** – connecting the decoded report to drone flight limits.

Once you practice, these reports stop being intimidating and start becoming one of your most useful tools as a pilot.

The Bottom Line

Ignoring METARs and TAFs is like ignoring the weather forecast before a road trip—it's risky, unprofessional, and in this case, likely to cost you the exam.

The truth is that once you learn the system, decoding METARs and TAFs becomes almost second nature. It's not about memorization—it's about **pattern recognition and practice**.

If you want to pass the exam and fly safely as a certified Part 107 pilot, you cannot afford to treat weather reports as optional. They are your **Achilles' heel** only if you ignore them. Master them, and you'll turn one of the hardest parts of the exam into one of your strongest advantages.

5. Not Knowing the Operational Limits of Part 107

Another common reason many pilots fail the Part 107 exam is not having a clear understanding of the **operational limits** established by the FAA. These limits are designed to keep drone flights safe, predictable, and compatible with manned aviation.

Unfortunately, many candidates assume they already "know the basics" and skip this section—only to be caught off guard by detailed questions on exam day.

The Core Part 107 Limits You Must Know

Here are the operational rules that appear most frequently on the exam and that every certified pilot must follow in practice:

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1. Maximum Altitude

- 400 feet **AGL** (Above Ground Level).
- Exception: you may fly higher than 400 feet if you remain within 400 feet of a structure (e.g., inspecting a tower or building).

2. Maximum Speed

100 mph (87 knots).

3. Minimum Visibility

3 statute miles (SM) of visibility required.

4. Cloud Clearance

- 500 feet **below** the clouds.
- 2,000 feet **horizontally** from clouds.

5. Time of Day (Daylight Operations)

- Flights are permitted **from sunrise to sunset**.
- Civil twilight flights (30 minutes before sunrise and 30 minutes after sunset) are allowed if the drone has **anti-collision lighting visible from at least 3 miles**.

6. Right of Way

- Drones must always yield to **all manned aircraft**.
- Includes airplanes, helicopters, hot air balloons, and gliders.

7. Carrying Dangerous Materials

You may **not** transport hazardous materials under Part 107.

8. Operations from a Moving Vehicle

- Allowed **only** in sparsely populated areas.
- Never over moving vehicles unless specifically waived.

9. Operation Over People

Restricted unless your drone meets the latest FAA Remote ID and operations-over-people requirements, or you have a waiver.

10. Alcohol and Drugs

- No operations within **8 hours** of consuming alcohol.
- No operations with a blood alcohol concentration of **0.04% or higher**.

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11. Accident Reporting

- Required if:
 - There is serious injury or loss of consciousness to a person, **or**
 - Property damage exceeds **\$500** (not including the drone itself).
- Report must be filed with the FAA **within 10 calendar days**.

Common Mistakes Candidates Make

- Confusing **AGL vs MSL**: Remember, the altitude limit (400 feet) is always in **AGL**, not sea level.
- Forgetting cloud clearance numbers (500 below / 2,000 horizontal). This is one of the FAA's favorite "trap questions."
- Believing flights at night are always illegal: they are allowed if proper training and anti-collision lights are used.
- Misunderstanding accident reporting: many think "any crash" must be reported, but only those meeting the FAA thresholds require it.

Example Exam Question

You are flying your drone at 350 feet AGL inspecting a radio tower that is 1,200 feet tall. How high above the ground are you legally allowed to fly?

- A) 400 feet AGL maximum
- B) 1,600 feet AGL maximum
- C) 1,200 feet AGL maximum

Correct Answer: B – 1,600 feet AGL maximum

(400 feet above the top of the structure, as long as you remain within 400 feet horizontally of it).

Why This Matters Beyond the Exam

These operational limits aren't just "rules to memorize." They form the **foundation of safe drone operations**. Knowing them ensures you:

- avoid FAA violations and potential fines,
- keep your flights safe from collisions,
- and operate confidently when working with clients.

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Many FAA enforcement cases against drone pilots come from simple violations of these limits—flying too high, too close to clouds, or without proper night authorization.

The Bottom Line

Failing to know the Part 107 operational limits is like trying to drive without knowing speed limits or traffic signals. You might get away with it for a while, but eventually you'll make a mistake with serious consequences.

On the exam, these limits often appear as **straightforward but tricky questions** designed to test your attention to detail. In real life, they are the difference between being a safe, legal professional or an unsafe, non-compliant hobbyist.

If you want to succeed, **memorize these numbers, understand their logic, and be ready to apply them to real-world scenarios.**

6. Arriving at the Test Without Knowing the Support Material

One of the easiest mistakes to avoid—and yet one that causes many candidates to lose valuable points—is walking into the exam without being familiar with the **FAA Testing Supplement**.

What Is the Testing Supplement?

When you take the Part 107 exam, you'll be given a booklet called the *Airman Knowledge Testing Supplement*. It includes:

- sectional charts,
- legends,
- weather figures (METARs, TAFs, radar images),
- sample diagrams.

This supplement is not just a reference—it's **the exact same resource you'll use to answer many of the exam questions.**

Why Pilots Fail Here

Many candidates don't even look at the Testing Supplement before exam day. The result? They spend precious minutes flipping through pages, panicking, and trying to understand symbols they should have studied in advance.

Worse, some fail to realize that the **answers are often right in the legend**. For example, chart symbols, airport information, and airspace boundaries are all clearly explained—if you know where to look.

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How to Avoid This Mistake

1. **Download the Supplement Beforehand** (it's free on the FAA website). Practice with it as if you were taking the real exam.
2. **Get comfortable with the layout:** know which pages contain sectional chart legends, where the weather figures are, and how to navigate quickly.
3. **Use it during practice tests:** don't just rely on memory—simulate the real testing environment.
4. **On exam day,** when a question references a chart or weather figure, go straight to the supplement instead of guessing.

By mastering the supplement, you gain a huge advantage: while others are wasting time figuring out where things are, you'll be calmly confirming your answers.

7. Poor Stress Management and Test-Day Mistakes

Even the best-prepared candidates can fail if they let **stress, fatigue, or nerves** take over on exam day. The Part 107 exam is not designed to trick you, but the FAA often uses tricky wording and "close" answers to test your focus. Under stress, many pilots fall for the traps.

Common Test-Day Errors

- **Not reading carefully:** Skimming the question and missing key words like "AGL" vs "MSL."
- **Second-guessing every answer:** Changing correct answers to wrong ones out of doubt.
- **Time mismanagement:** Spending too long on a single question and rushing through the rest.
- **Arriving tired or unprepared:** Lack of sleep, skipping meals, or studying until the last minute.

Practical Strategies for Success

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1. Do a Brain Dump at the Start

As soon as the exam begins, write down critical numbers on your scratch paper:

- 400 ft AGL max altitude
- 100 mph max speed
- 3 SM visibility
- 500 ft below / 2,000 ft horizontal cloud clearance
- 8 hours “bottle to throttle”

This clears your mind and prevents memory slips under pressure.

2. Use the Process of Elimination

Often, you don't need to know the right answer—just eliminate the obviously wrong ones.

3. Manage Your Time

- You have 2 hours for 60 questions (~2 minutes per question).
- Skip and return to difficult ones instead of wasting 10 minutes stuck.

4. Stay Calm Under Pressure

- Get a good night's sleep before the test.
- Eat a balanced meal (nothing too heavy).
- Arrive early so you're not rushing.

5. Trust Your Preparation

Remember: if you've studied the 127 FAA knowledge concepts and practiced with the Testing Supplement, you already know what you need. Overthinking will only hurt you.

The Bottom Line

Failing the Part 107 exam often has nothing to do with knowledge—it's about nerves and poor exam habits. By preparing mentally as well as academically, you ensure that you walk in focused, calm, and ready to succeed.

Passing the Part 107 is not just about what you know—it's about how you **apply it under exam conditions**.

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Conclusion

By now, you've seen the **seven most common mistakes** that cause so many aspiring pilots to fail the Part 107 exam. The good news? Each of these mistakes is entirely avoidable—if you know about them in advance and prepare the right way.

Let's recap:

- Understand the difference between recreational and commercial use.
- Create and follow a focused study plan.
- Master airspace and sectional charts.
- Learn how to decode METAR and TAF reports.
- Know the operational limits of Part 107.
- Practice with the FAA Testing Supplement before exam day.
- Manage stress and stay sharp during the test.

Avoiding these pitfalls doesn't just help you pass the exam. It sets you up to be a **confident, safe, and professional drone pilot**, ready to operate legally and build a successful career.

Your Next Step

This PDF was designed to give you a **clear roadmap** of what to avoid—but to truly prepare, you need structured training that covers all **127 FAA knowledge concepts** with clarity, efficiency, and real-world examples.

That's exactly what our upcoming **3-hour Part 107 Course** is designed to do. It will take you step by step through the material, give you practical strategies for the exam, and make sure you're ready to pass on your **first attempt**.

We're finalizing the course right now, and it will be available soon.

👉 **We'll email you the moment the course launches—no action needed on your end.**

Don't risk failing the exam by trying to figure it all out on your own. Let us guide you with the same proven system that has helped countless students become FAA-certified drone pilots.

Your journey toward becoming a certified remote pilot starts here. And we'll be with you every step of the way.