

GENERAL VISUAL FLIGHT RULES PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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- 1. Which of the following sets is a valid westerly direction altitude group?**
- A. 3,500 ft, 5,500 ft, 7,500 ft (MSL)
 - B. 4,500 ft, 6,500 ft, 8,500 ft (MSL)
 - C. 2,500 ft, 4,500 ft, 6,500 ft (MSL)
 - D. 5,500 ft, 7,500 ft, 9,500 ft (MSL)
- 2. What is a NOTAM?**
- A. A weather report from METAR
 - B. An advisory about airport construction schedule
 - C. Flight plan approval notice
 - D. Notice to Airmen alerting pilots to conditions or changes affecting safety at airports or airspace
- 3. Under SVFR conditions, what minimum visibility and cloud clearance are required for a Class D flight into Big Town?**
- A. 2 SM visibility and clear of clouds
 - B. 1/2 SM visibility and clear of clouds
 - C. 1 SM visibility and scattered clouds
 - D. 3 SM visibility and overcast
- 4. Ground speed is used to calculate the time required to fly a given distance? True or false**
- A. True
 - B. False
 - C. Sometimes
 - D. Not applicable
- 5. Why is altitude planning important when considering density altitude and weather?**
- A. It is not important for VFR flight
 - B. It only affects fuel consumption
 - C. It only matters for IFR flight
 - D. It helps ensure adequate performance and safe clearance, particularly at high elevations or hot temperatures

- 6. Which of the following would you least expect to see in a US-focused GVR practice set?**
- A. VFR cloud clearance and visibility requirements
 - B. Designated airspace classes and their rules
 - C. Canadian Air Regulations within the same document
 - D. Required daylight operations for VFR
- 7. Which of the following is an example of easterly direction altitudes?**
- A. 4,500 ft, 6,500 ft, 8,500 ft (MSL)
 - B. 2,500 ft, 4,500 ft, 6,500 ft (MSL)
 - C. 3,500 ft, 5,500 ft, 7,500 ft (MSL)
 - D. 5,500 ft, 7,500 ft, 9,500 ft (MSL)
- 8. SVFR minima for Army helicopters require which condition?**
- A. At least half-mile visibility and clear of clouds
 - B. Visual meteorological conditions only
 - C. One mile visibility with cloud cover
 - D. Two miles visibility and cloud clearance
- 9. Chart depiction of Class B airspace is shown by which feature?**
- A. Blue concentric circles
 - B. Red dashed lines
 - C. Solid blue lines
 - D. Green shading
- 10. Drift angle is defined as the difference between which two headings?**
- A. TH and TC
 - B. TR and VAR
 - C. TH and TR
 - D. TAS and GS

Answers

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1. B
2. D
3. B
4. A
5. D
6. C
7. C
8. A
9. A
10. C

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Explanations

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1. Which of the following sets is a valid westerly direction altitude group?

- A. 3,500 ft, 5,500 ft, 7,500 ft (MSL)
- B. 4,500 ft, 6,500 ft, 8,500 ft (MSL)**
- C. 2,500 ft, 4,500 ft, 6,500 ft (MSL)
- D. 5,500 ft, 7,500 ft, 9,500 ft (MSL)

Westerly direction altitude groups use even-thousand bases with a 500-foot increment, meaning altitudes like 4,500; 6,500; 8,500. This pattern provides a consistent separation scheme for westbound traffic and contrasts with eastbound groups, which use odd-thousand bases like 3,500; 5,500; 7,500. Therefore, the set 4,500; 6,500; 8,500 fits the westbound pattern. The other options follow the eastbound pattern or mix in a nonstandard combination that isn't used for this grouping.

2. What is a NOTAM?

- A. A weather report from METAR
- B. An advisory about airport construction schedule
- C. Flight plan approval notice
- D. Notice to Airmen alerting pilots to conditions or changes affecting safety at airports or airspace**

A NOTAM is a Notice to Airmen that informs pilots about conditions or changes at airports or in specific airspace that could affect safety. It's not a weather report (that's a METAR) and it's not a document approving a flight plan. NOTAMs cover things like runway or taxiway closures, outages of navigation or communication aids, temporary flight restrictions, or changes to procedures that could impact safe operations. They're time-sensitive and distributed so pilots can adjust plans accordingly. So, the core idea is a safety-focused alert to pilots about changing conditions at airports or in airspace.

3. Under SVFR conditions, what minimum visibility and cloud clearance are required for a Class D flight into Big Town?

- A. 2 SM visibility and clear of clouds
- B. 1/2 SM visibility and clear of clouds**
- C. 1 SM visibility and scattered clouds
- D. 3 SM visibility and overcast

Under SVFR in controlled airspace, the visibility and cloud clearance are minimized but remain safe for visual navigation. For a Class D area like Big Town, the minimums to fly SVFR are 1/2 mile of flight visibility and be clear of all clouds. This allows a pilot to operate visually even when weather is below standard VFR minima, but you must still have ATC clearance for SVFR and remain in VMC with no cloud contact. Why the other options don't fit: requiring 2 miles of visibility exceeds what SVFR needs at the minimum, and being clear of clouds is still required, so the "clear of clouds" condition is not met by option that implies clouds or partial cloud cover. The 1 mile with scattered clouds suggests you're inside or near clouds, which isn't allowed under SVFR. The 3 miles with overcast is standard VFR minimums, not SVFR.

4. Ground speed is used to calculate the time required to fly a given distance?

True or false

A. True

B. False

C. Sometimes

D. Not applicable

Ground speed is used to determine how long it takes to cover a ground distance because time equals distance divided by speed over the ground. In other words, if you know the distance you'll travel over the ground and your ground speed, you can compute time as $\text{Time} = \text{Distance} / \text{Ground Speed}$. For example, 120 nautical miles at 120 knots of ground speed takes about 1 hour. Wind affects ground speed: a tailwind increases it and shortens the required time, while a headwind decreases it and lengthens the time. This holds as long as the distance is a ground distance and your ground speed is the speed you're actually making over the terrain. If you're thinking in terms of air distance rather than ground distance, then airspeed alone doesn't determine the time; ground speed is the relevant factor for time along the ground.

5. Why is altitude planning important when considering density altitude and weather?

A. It is not important for VFR flight

B. It only affects fuel consumption

C. It only matters for IFR flight

D. It helps ensure adequate performance and safe clearance, particularly at high elevations or hot temperatures

Altitude planning is about matching the airplane's performance to the current air conditions and terrain. Density altitude tells you how the air behaves: hot temperatures or high elevations make the air thinner. When that happens, engine power, propeller efficiency, and wing lift are all reduced, so you need more runway to take off, your climb rate drops, and stall speeds effectively rise. Planning your altitude gives you enough performance margin to clear obstacles and to maintain safe separation from weather, even if conditions worsen or an engine issue occurs. This is why it's especially important at high elevations or on hot days—density altitude can be much higher than the field elevation, shrinking your safety margins.

6. Which of the following would you least expect to see in a US-focused GVR practice set?

A. VFR cloud clearance and visibility requirements

B. Designated airspace classes and their rules

C. Canadian Air Regulations within the same document

D. Required daylight operations for VFR

US-focused GVR practice sets cover rules that apply to flight in U.S. airspace. You'd expect content on VFR cloud clearance and visibility because those minimums govern safe visual flight in the United States. You'd also expect to see designated airspace classes and the rules for operating within them since understanding where you can fly under VFR and what restrictions apply is fundamental to US practice. Daylight operations for VFR are included because daylight vs. night requirements drive when VFR flight is permitted in the U.S. Canadian Air Regulations within the same document would be out of place because they belong to Canada's regulatory system, not the United States'. They would only be relevant in a cross-border or Canada-specific course, not in a strictly US-focused practice set. That's why this option is the least expected.

7. Which of the following is an example of easterly direction altitudes?

- A. 4,500 ft, 6,500 ft, 8,500 ft (MSL)
- B. 2,500 ft, 4,500 ft, 6,500 ft (MSL)
- C. 3,500 ft, 5,500 ft, 7,500 ft (MSL)**
- D. 5,500 ft, 7,500 ft, 9,500 ft (MSL)

Eastbound cruising altitudes follow the rule of odd thousands plus 500 feet. That means each altitude should end in 500 and the thousands digit should be odd (1, 3, 5, 7, 9, ...). The set 3,500; 5,500; 7,500 fits this pattern exactly, showing three consecutive eastbound levels. The other options use even thousands plus 500 (4,500; 6,500; 8,500 and 2,500; 4,500; 6,500), which correspond to westbound altitudes. So this set is a correct example of easterly direction altitudes.

8. SVFR minima for Army helicopters require which condition?

- A. At least half-mile visibility and clear of clouds**
- B. Visual meteorological conditions only
- C. One mile visibility with cloud cover
- D. Two miles visibility and cloud clearance

Special VFR operations let a flight occur in controlled airspace when the weather is below standard VFR. For Army helicopters, the minimums under SVFR are quite low: you need at least 1/2 mile of visibility and you must remain clear of clouds. This lower visibility allowance suits rotorcraft, which typically operate at very low altitudes and can maintain obstacle clearance with constant visual reference and ATC guidance, but it still requires ATC clearance and operation within controlled airspace. The other options describe conditions that either imply standard VFR or demand higher visibility and cloud clearance, which aren't applicable here.

9. Chart depiction of Class B airspace is shown by which feature?

- A. Blue concentric circles**
- B. Red dashed lines
- C. Solid blue lines
- D. Green shading

Class B airspace on VFR charts is shown with blue concentric circles around the primary airport. These rings represent the stacked shelves that make up Class B, with each ring indicating a different vertical limit. The numbers placed inside or near the rings show the floor and ceiling in hundreds of feet MSL, so you can tell at a glance where you're allowed and where you need clearance. The blue color and ringed pattern are distinctive features that set Class B apart from other airspace shapes on charts. Red dashed lines, solid blue lines, or green shading correspond to other chart features or airspace types, not how Class B is depicted, so they don't indicate Class B boundaries the way the blue concentric circles do.

10. Drift angle is defined as the difference between which two headings?

- A. TH and TC
- B. TR and VAR
- C. TH and TR**
- D. TAS and GS

Drift angle is the angle between the direction the aircraft is pointing (heading) and the direction it is actually moving over the ground (track). Wind pushes the airplane sideways, so even with a given heading, the ground track can be different. True heading is the nose direction relative to true north, while true track is the actual path over the ground relative to true north. The drift angle is the difference between TH and TR. This concept helps explain why you may need to adjust your heading to maintain a desired ground track. Speeds like TAS versus GS or other terms do not describe this angular difference.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://genvisualflightrules.examzify.com>

We wish you the very best on your exam journey. You've got this!

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