

HELICOPTER PRIVATE PILOT PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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 actions would violate FAR 91.113 regarding right of way?**
 - A. A helicopter overtaking another helicopter must always yield
 - B. A glider has priority over all helicopters
 - C. A pilot does not yield to an aircraft that is towing
 - D. A fixed-wing aircraft cannot take precedence over a helicopter
- 2. What is the primary reason for maintaining a flight record in your logbook?**
 - A. For proof of flight training completion
 - B. For proof of currency or additional ratings
 - C. For tracking aircraft maintenance history
 - D. For personal reflection on flight experiences
- 3. What type of medical certificate is required for a private pilot?**
 - A. Second class medical certificate
 - B. Third class medical certificate
 - C. First class medical certificate
 - D. Basic medical certification
- 4. In lost communications procedures, what transponder code should be squawked?**
 - A. 7500
 - B. 7600
 - C. 7700
 - D. 7800
- 5. How many satellites are required for a 3-dimensional position in GPS?**
 - A. Two satellites
 - B. Three satellites
 - C. Four satellites
 - D. Five satellites

- 6. What does ATIS stand for in aviation terminology?**
- A. Automated Traffic Information System
 - B. Automatic Terminal Information System
 - C. Aeronautical Terminal Information System
 - D. Air Traffic Information Service
- 7. Who has the authority to issue an Airworthiness Directive (AD)?**
- A. The FAA
 - B. The NTSB
 - C. The aircraft manufacturer
 - D. The Department of Transportation
- 8. What is the minimum fuel reserve required under VFR regulations during day or night?**
- A. 30 minutes
 - B. 20 minutes
 - C. 40 minutes
 - D. 10 minutes
- 9. What is the required visibility for special VFR operations?**
- A. 1 mile
 - B. 3 miles
 - C. 2 miles
 - D. 4 miles
- 10. What happens to the compass card during acceleration when flying on an easterly heading?**
- A. It rotates toward South
 - B. It rotates toward East
 - C. It rotates toward North
 - D. It remains stable

Answers

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

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Explanations

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1. Which of the following actions would violate FAR 91.113 regarding right of way?

- A. A helicopter overtaking another helicopter must always yield
- B. A glider has priority over all helicopters
- C. A pilot does not yield to an aircraft that is towing**
- D. A fixed-wing aircraft cannot take precedence over a helicopter

According to FAR 91.113, which governs the right of way among aircraft, pilots are required to follow specific rules to ensure safety in the airspace. The correct statement regarding a violation of these rules is that a pilot does not yield to an aircraft that is towing. Under the regulations, if a helicopter is in a situation where it is approaching an aircraft that is towing, it must yield the right of way to that aircraft. This is crucial for maintaining order and preventing potential collisions, as towing operations often involve essential maneuvers that require the towing aircraft to have unimpeded movement. In contrast, the other choices reflect proper adherence to the right-of-way rules. When a helicopter is overtaking another helicopter, it must yield, which follows the guidelines for overtaking situations. Likewise, a glider does indeed have priority over helicopters due to its status as an unpowered aircraft engaged in specific operations. Additionally, while it is true that a fixed-wing aircraft does have precedence over a helicopter in many cases, there are exceptions depending on the situation, such as when the helicopter is in a landing approach.

2. What is the primary reason for maintaining a flight record in your logbook?

- A. For proof of flight training completion
- B. For proof of currency or additional ratings**
- C. For tracking aircraft maintenance history
- D. For personal reflection on flight experiences

Maintaining a flight record in your logbook primarily serves as proof of currency or additional ratings. This is crucial for demonstrating that you meet the requirements set forth by aviation regulatory authorities for pilot certification and flight privileges. Pilots must log a certain number of flight hours to maintain their currency, including specific hours for night flying, instrument flying, and other operational requirements. These records ensure that pilots can readily provide evidence of their qualifications to operate various types of aircraft or to carry passengers, thereby safeguarding both the pilot's and the public's safety in aviation operations. The other options, while valuable in certain contexts, do not encompass the primary purpose of a logbook. For instance, proof of flight training completion is involved but is often less critical than ongoing currency as many pilots no longer reference their training logs after the initial certification. Tracking aircraft maintenance history is essential but is typically done through maintenance logs specific to the aircraft rather than pilot logbooks. Personal reflection on flight experiences can be beneficial for individual growth and learning, but it does not hold as much regulatory importance as maintaining proof of currency and ratings.

3. What type of medical certificate is required for a private pilot?

- A. Second class medical certificate
- B. Third class medical certificate**
- C. First class medical certificate
- D. Basic medical certification

To serve as a private pilot, a third class medical certificate is necessary. This level of medical certification ensures that the pilot meets the fundamental health requirements to safely operate an aircraft. The third class medical certificate is designed to ensure that applicants do not have any medical conditions that could impair their ability to fly. To obtain this certificate, the applicant must undergo an examination by an FAA-authorized aviation medical examiner who evaluates aspects such as vision, hearing, and overall medical history. This certification is generally less stringent than the requirements for first or second-class medical certificates, making it more accessible for those training or flying privately. In order to take on the responsibilities associated with commercial flight operations, or if flying at higher levels of complexity, a first or second class medical certificate would be required. Basic medical certification allows certain pilots to operate under specific circumstances but does not meet the standards required for private pilot operations.

4. In lost communications procedures, what transponder code should be squawked?

- A. 7500
- B. 7600**
- C. 7700
- D. 7800

When a pilot experiences lost communications and is unable to establish contact with air traffic control, the appropriate transponder code to squawk is 7600. This code specifically indicates to air traffic controllers that the aircraft is experiencing a radio communication failure. By squawking 7600, you are effectively signaling to ATC that while your aircraft is still operational, you cannot communicate with them via radio. This allows air traffic control to adjust their radar watch and provide necessary support for the aircraft to safely continue its flight or to follow a predetermined procedure for lost communications. In contrast, the other codes signify different scenarios: 7500 is used for indicating a hijacking situation, 7700 is for general emergency, while 7800 is not a standard transponder code used in aviation. Thus, squawking 7600 is critical for ensuring both the safety of the flight and the awareness of air traffic control regarding your communication status.

5. How many satellites are required for a 3-dimensional position in GPS?

- A. Two satellites
- B. Three satellites
- C. Four satellites**
- D. Five satellites

To determine a 3-dimensional position using GPS, a minimum of four satellites is required. This is because three satellites are used to triangulate the position in three-dimensional space, providing latitude, longitude, and altitude. However, GPS systems also need a fourth satellite to accurately calculate the time variable, which is essential for determining precise positioning. The signal sent from each satellite includes timestamped information, and without the fourth satellite, the receiver cannot resolve the discrepancies arising from signal travel time and atmospheric delays. While two satellites can provide limited information about 2D positions (latitude and longitude), and three satellites can pinpoint the user's location in a flat plane, they are insufficient for determining altitude accurately. The inclusion of the fourth satellite allows the GPS receiver to synchronize time within the system, enhancing overall accuracy and ensuring that the three-dimensional position is determined correctly. Therefore, four satellites are necessary for comprehensive 3D positional data.

6. What does ATIS stand for in aviation terminology?

- A. Automated Traffic Information System
- B. Automatic Terminal Information System**
- C. Aeronautical Terminal Information System
- D. Air Traffic Information Service

ATIS stands for Automatic Terminal Information System. This system provides essential information to pilots about current airport weather, runway information, and other pertinent operational details that facilitate safe and efficient flight operations within busy terminal airspace. By broadcasting this information continuously on a designated frequency, ATIS allows pilots to receive the latest updates before landing or takeoff, improving situational awareness. The system helps to reduce frequency congestion since pilots can listen to the ATIS broadcast and reference it in their communications with air traffic control, thereby streamlining operations at airports. This makes it an invaluable tool, particularly in high-traffic areas where timely information is critical. The other options do not accurately describe the ATIS system. The focus on "Automated" or "Aeronautical" may imply a system function that is not representative of the intended purpose of the ATIS. Similarly, "Air Traffic Information Service" conveys a broader concept rather than the specific automated information system that ATIS is designed to provide.

7. Who has the authority to issue an Airworthiness Directive (AD)?

- A. The FAA**
- B. The NTSB
- C. The aircraft manufacturer
- D. The Department of Transportation

The authority to issue an Airworthiness Directive (AD) lies with the FAA (Federal Aviation Administration). An AD is a legally enforceable regulation that is issued by the FAA to address safety issues and ensure the ongoing airworthiness of aircraft. When evidence emerges about a safety concern that affects a specific aircraft model or type, the FAA takes the initiative to develop and publish an AD, which requires operators to comply with specified actions. In contrast, while the NTSB (National Transportation Safety Board) plays a vital role in investigating aviation accidents and recommending measures to improve safety, it does not have the power to issue ADs. Aircraft manufacturers can issue service bulletins or advisories about potential issues, but these do not have the same legal enforcement as ADs. Similarly, the Department of Transportation oversees diverse aspects of transportation safety, but it is the FAA that holds the specific authority to mandate compliance through Airworthiness Directives.

8. What is the minimum fuel reserve required under VFR regulations during day or night?

- A. 30 minutes
- B. 20 minutes**
- C. 40 minutes
- D. 10 minutes

Under VFR (Visual Flight Rules) regulations, the minimum fuel reserve requirement is that the pilot must have enough fuel to fly for at least 20 minutes at normal cruise speed after reaching the destination or alternate airport. This regulation is designed to ensure that the pilot has sufficient fuel to handle unforeseen circumstances, such as delays or the need to divert to an alternate airport due to weather or other factors. At night or during the day, having this minimum fuel reserve helps ensure a margin of safety for the flight, contributing to decision-making capabilities in case of unexpected situations. Hence, pilots trained in VFR operations are well aware that maintaining a 20-minute fuel reserve is a standard practice to comply with safety regulations.

9. What is the required visibility for special VFR operations?

- A. 1 mile**
- B. 3 miles
- C. 2 miles
- D. 4 miles

For special VFR (SVFR) operations, the required visibility is one statute mile. This is a specific provision that allows pilots to operate in controlled airspace under visual flight rules (VFR) below the basic VFR weather minimums when visibility is limited. The intention behind this regulation is to permit pilots to navigate and avoid obstacles while still maintaining a degree of visual reference, even in conditions that are not ideal for standard VFR. In special VFR operations, while the visibility is reduced, pilots must still have clear visual reference to the ground. This low visibility requirement means that pilots must be sufficiently cautious, primarily relying on their spatial awareness and navigation skills to ensure safety during flight. Thus, the minimum required visibility of one mile is a key component that distinguishes special VFR from standard VFR operations, which generally require at least three statute miles of visibility.

10. What happens to the compass card during acceleration when flying on an easterly heading?

- A. It rotates toward South
- B. It rotates toward East
- C. It rotates toward North**
- D. It remains stable

When flying on an easterly heading and the helicopter accelerates, the compass card will exhibit a behavior known as "variation" due to the Earth's magnetic field dynamics. During acceleration, especially on an easterly heading, the magnetic compass tends to lag behind the actual heading. This occurs because the acceleration induces a false heading indication where the compass card appears to rotate toward North. The reason this happens is due to the inertia of the compass fluid and the magnet's response to changes in movement. When you accelerate to the east, the compass experiences a shift that reflects an apparent heading to the North for a brief moment before it stabilizes again, creating confusion about the actual heading for pilots. Understanding this behavior is crucial for effective navigation and awareness of potential heading errors during operations.

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://helicopterprivatepilot.examzify.com>

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

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