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IRH - Instrument Rating Helicopter

The following sample questions for Instrument Rating Helicopter (IRH) are suitable study material for the Instrument Rating Helicopter tests. They represent the same type of questions that can be found on all Instrument Rating tests. The applicant must realize that these questions are to be used as a study guide, and are not necessarily actual test questions. The full IRH test contains 60 questions. The Application Identification, Information Verification and Authorization Requirements Matrix lists all FAA exams. It is available at

www.faa.gov/training_testing/testing/media/testing_matrix.pdf

The FAA testing system is supported by a series of supplement publications. These publications include the graphics, legends, and maps that are needed to successfully respond to certain test questions. FAA-CT-8080-3, Airman Knowledge Testing Supplement for Instrument Rating is available at

www.faa.gov/training_testing/testing/supplements/media/instrument_rating_akts.pdf

The Learning Statement Reference Guide for Airman Knowledge Testing contains listings of learning statements with their associated codes. Matching the learning statement codes with the codes listed on your Airman Knowledge Test Report assists in the evaluation of knowledge areas missed on your exam. It is available at

www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf

The online Instrument Rating Helicopter (IRH) practice test is available on the PSI website at

<https://faa.psiexams.com/FAA/login>

NOTE: Some questions in the PSI Practice Test may contain the reference "Refer to FAA-CT-8080 . ." You may access the referred to supplement by opening the following link in a separate window while taking the test.

www.faa.gov/training_testing/testing/supplements/media/instrument_rating_akts.pdf

1. For helicopters, what minimum weather conditions must be forecast for the ETA for that airport to be listed as an alternate on an IFR flight plan, if that airport has a published ILS approach?
- A. 600 foot ceiling and 2 SM visibility at your ETA.
 - B. 200 foot ceiling above the airport elevation and 1 SM visibility from 1 hour before to 1 hour after your ETA.
 - C. 200 foot ceiling above the approach minimums and 1 SM visibility, but not less than the visibility minimums for the approach, at your ETA.

Metadata: LSCCode : PLT379

2. All helicopters are considered to be in which approach category for a helicopter IAP?
- A. A.
 - B. A or B, depending upon weight.
 - C. B.

Metadata: LSCCode : PLT420

3. Upon what maximum airspeed is the instrument approach criteria for a helicopter based?
- A. 100 knots.
 - B. 90 knots.
 - C. 80 knots.

Metadata: LSCCode : PLT382

4. MEA is an altitude which assures
- A. obstacle clearance, accurate navigational signals from more than one VORTAC, and accurate DME mileage.
 - B. a 1,000-foot obstacle clearance within 2 miles of an airway and assures accurate DME mileage.
 - C. acceptable navigational signal coverage and meets obstruction clearance requirements.

Metadata: LSCCode : PLT033

5. What is an important characteristic of wind shear?

- A. It is an atmospheric condition that is associated exclusively with zones of convergence.**
- B. The Coriolis phenomenon in both high and low level air masses is the principal generating force.**
- C. It is an atmospheric condition that may be associated with a low level temperature inversion, a jet stream, or a frontal zone.**

Metadata: LSCCode : PLT518

6. When approaching a cumulonimbus cell that is on your route of flight, a pilot should

- A. circumnavigate the cell by at least 20 nautical miles.**
- B. descend to an altitude that will allow the aircraft to fly under the cell.**
- C. fly under the anvil to protect the aircraft from violent parts of the cell.**

Metadata: LSCCode : PLT495

7. What is the time frame for the validity of Low-Level Significant Weather Prog Charts?

- A. 12 to 24 hours in the future.**
- B. From 3 hours before to 3 hours after the time on the chart.**
- C. Up to 48 hours in the future.**

Metadata: LSCCode : PLT068

8. When climbing or descending through an area of possible wind shear, the pilot should be aware of

- A. a fast rate of climb and a slow rate of descent.**
- B. a rapid change of airspeed.**
- C. airframe icing.**

Metadata: LSCCode : PLT518

9. If you need to use an alternate static source during level flight, you can expect to see

- A. a higher indication on the altimeter.**
- B. a momentary descent on the VSI.**
- C. a lower indicated airspeed.**

Metadata: LSCCode : PLT337

10. Below 18,000 feet pressure altitude may be obtained by

- A. setting the altimeter to 29.92 inches HG.**
- B. setting the altimeter to the local altimeter setting.**
- C. requesting the current pressure altitude for the area.**

Metadata: LSCCode : PLT166

11. Cockpit lighting for night flight should include

- A. reducing lighting intensity to a minimum level.**
- B. using a white light such as a flashlight.**
- C. using direct red lighting.**

Metadata: LSCCode : PLT333

12. Which instrument provides the most pertinent information for pitch control in straight-and-level flight?

- A. Attitude indicator.**
- B. Airspeed indicator.**
- C. Altimeter.**

Metadata: LSCCode : PLT336

13. Displacement of the standard rate turn index during a coordinated turn will

- A. indicate the angle of bank.**
- B. remain constant for a given bank regardless of airspeed.**
- C. increase as rate of turn increases.**

Metadata: LSCCode : PLT187

14. When initiating a left turn in the Northern Hemisphere from a heading of 270°. The magnetic compass will

- A. lag behind the actual rate of turn.**
- B. initially indicate a turn in the opposite direction.**
- C. initially indicate the actual rate of turn.**

Metadata: LSCCode : PLT215

15. (Refer to FAA-CT-8080-3F, Figure 245.) You are executing the missed approach at CQX from the RNAV (GPS)-B approach. How will you enter the holding pattern?
- A. Direct.
 - B. Teardrop.
 - C. Parallel.

Metadata: LSCCode : PLT083

16. (Refer to FAA-CT-8080-3F, Figure 242.) When using the hold for course reversal for the RNAV (GPS) RWY 36, at what point will you turn inbound for the approach?
- A. 4 DME miles from FEHXE.
 - B. 10 DME miles from the MAP.
 - C. 12 DME miles from LIT VORTAC.

Metadata: LSCCode : PLT083

17. (Refer to FAA-CT-8080-3F, Figure 227.) The ILS RWY 35R procedure at APA depicts a symbol on the plan view that represents a minimum safe altitude sector within 25 NM of
- A. CASSE NDB/LOM.
 - B. the FIRPI intersection.
 - C. the I-APA Localizer.

Metadata: LSCCode : PLT083

18. (Refer to FAA-CT-8080-3F, Figures 98 and 99.) HSI presentation "D" corresponds to aircraft position
- A. 4
 - B. 15
 - C. 17

Metadata: LSCCode : PLT091

19. (Refer to FAA-CT-8080-3F, Figure 47.) Due to thunderstorms along your planned route, you decide to file Battle Ground (BTG) VORTAC, V520 to OGYAJ intersection, KCLICKITAT (LTJ) VORTAC, V25 to YAKIMA (YKM) VORTAC. Calculate the time and fuel burn for the route with the following conditions:

TAS: 140 kts

Reported winds: 270@30 kts

Fuel burn rate: 17 GPH

- A. 49 minutes, 13.7 gallons.
- B. 53 minutes, 15.1 gallons.
- C. 60 minutes, 17 gallons.

Metadata: LSCCode : PLT012

20. (Refer to FAA-CT-8080-3F, Figure 213.) The threshold elevation for landing on RWY 28R is

- A. 4,260 feet MSL.
- B. 3,488 feet MSL.
- C. 3,940 feet MSL.

Metadata: LSCCode : PLT083

21. (Refer to FAA-CT-8080-3F, Figure 177.) Approaching DFW from Abilene and preparing for arrival, which frequencies will you use for regional approach control, control tower, and ground control, respectively, when landing RWY 36?

- A. 118.425; 127.5; 128.25.
- B. 119.05; 126.55; 121.8.
- C. 118.425; 124.15; 121.85.

Metadata: LSCCode : PLT102

22. (Refer to FAA-CT-8080-3F, Figure 47.) On V112 from BTG VORTAC to LTJ VORTAC, what is the minimum crossing altitude for GYMME?

- A. 6,400 feet.
- B. 6,500 feet.
- C. 7,000 feet.

Metadata: LSCCode : PLT058

23. (Refer to FAA-CT-8080-3F, Figure 245.) While flying at an assigned altitude of 5,000 feet MSL, you are cleared to CEPUL for the RNAV (GPS)-B at CQX. At what point may you leave 5,000 feet MSL?

- A. Upon crossing UMANE inbound for the approach.**
- B. Upon crossing UMANE for the procedure turn.**
- C. Upon crossing CEPUL.**

Metadata: LSCCode : PLT102

24. If you are not able to obtain the current altimeter setting prior to takeoff, you should set this instrument to

- A. field elevation.**
- B. 29.92 inches Hg.**
- C. pressure altitude.**

Metadata: LSCCode : PLT166

25. What is the minimum altitude that is prescribed for off airways IFR flights over mountainous terrain?

- A. 2,000 feet above the highest obstacle within a horizontal distance of 5 NM of the course.**
- B. 1,000 feet above the highest obstacle within a horizontal distance of 4 NM of the course.**
- C. 2,000 feet above the highest obstacle within a horizontal distance of 4 NM of the course.**

Metadata: LSCCode : PLT430

26. The best way to counter the effects of spatial disorientation is to

- A. trust your flight instruments and disregard your sensory perceptions.**
- B. disregard your flight instruments and rely on your senses.**
- C. breathe deeply and exhale slowly to increase your oxygen content.**

Metadata: LSCCode : PLT280

27. (Refer to FAA-CT-8080-3F, Figure 87.) You are flying on V306 from Lake Charles to Daisetta. Where is the VOR changeover point?

- A. 50 NM west of LCH.**
- B. 50 NM east of DAS.**
- C. 30 NM west of LCH.**

Metadata: LSCCode : PLT058

28. A VOR equipment operational check must have been accomplished and found to be within the limits of permissible bearing error prior to use under IFR within the preceding

- A. 60 days.**
- B. 24-calendar months.**
- C. 30 days.**

Metadata: LSCCode : PLT300

29. Your heading indicator has failed. To turn left from a heading of 090° to a heading of 360°, using a standard-rate turn, how many seconds will it take?

- A. 30 seconds.**
- B. 40 seconds.**
- C. 50 seconds.**

Metadata: LSCCode : PLT187

30. (Refer to FAA-CT-8080-3F, Figure 178 and Legend 21.) You have been cleared for the Straight-in Localizer approach for runway 13L at DAL. Prior to reaching the final approach fix, ATC advises you the RVR is not available and that the visibility is 1/2 SM. You may

- A. convert the RVR to statute miles and continue the approach.**
- B. convert the RVR to statute miles and use the next higher minimums.**
- C. request the ILS approach and disregard the RVR value.**

Metadata: LSCCode : PLT382

31. (Refer to FAA-CT-8080-3F, Figure 87.) When northeast bound on V70 between SBI and LCH and using the VORs to navigate, where is the changeover point (COP)?
- A. 28 NM from SBI.
 - B. MARSA intersection.
 - C. Anahuac Beacon.

Metadata: LSCCode : PLT100

32. (Refer to FAA-CT-8080-3F, Figure 91.) What does "15000" on V343 between DBS and BZN guarantee?
- A. The lowest altitude that ensures navigational signal coverage and obstacle clearance.
 - B. The highest altitude that ensures 120 nautical mile navigational signal coverage between VORs.
 - C. The lowest altitude that ATC may use to vector an aircraft from the en route structure to the approach segment.

Metadata: LSCCode : PLT033

33. Your avionics system offers advisory VNAV functions, but does not use WAAS or baro-VNAV systems. Which statement is true?
- A. You could use your avionics system to execute approaches to LNAV/VNAV minimums.
 - B. Your avionics system cannot be used to execute approaches to LNAV/VNAV minimums.
 - C. You could use your avionics system to execute approaches to LNAV/VNAV and LPV minimums.

Metadata: LSCCode : PLT354

34. The primary flight display (PFD) receives attitude and heading data from the
- A. AHRS.
 - B. vacuum system.
 - C. pitot-static system.

Metadata: LSCCode : PLT278

35. What force causes a helicopter to turn in cruise flight?

- A. Tail rotor pressure or force around the vertical axis.**
- B. Vertical lift component.**
- C. Horizontal lift component.**

Metadata: LSCCode : PLT248

36. You are preflighting for an IFR flight and set in the current altimeter setting, it should be not more than

- A. ±150 feet from your referenced level.**
- B. ±100 feet from your referenced level.**
- C. ±75 feet from your referenced level.**

Metadata: LSCCode : PLT166

37. (Refer to FAA-CT-8080-3F, Figure 136.) As you emerge from the clouds during an instrument approach and make visual contact with the runway environment, you see PAPI lights corresponding to those depicted in illustration 12. You are

- A. on the glidepath.**
- B. above the glidepath.**
- C. below the glidepath.**

Metadata: LSCCode : PLT147

38. Having appropriate instrument lighting will

- A. enable better recognition of outside references.**
- B. make a proper instrument scan difficult.**
- C. result in unnecessary eye strain.**

Metadata: LSCCode : PLT333

39. (Refer to FAA-CT-8080-3F, Figure 223 and Legend 27.) You have been cleared for the ILS RWY 31 approach to DSM. At a ground speed of 90 knots, what is the rate of descent on final approach?

- A. 478 feet per minute.**
- B. 318 feet per minute.**
- C. 637 feet per nautical mile.**

Metadata: LSCCode : PLT004

40. (Refer to FAA-CT-8080-3F, Figure 144.) What information is shown on turn coordinator #3?
- A. A standard rate, skidding turn to the left.
 - B. A standard rate, slipping turn to the right.
 - C. A half standard rate, coordinated turn to the left.

Metadata: LSCCode : PLT185

41. (Refer to FAA-CT-8080-3F, Figure 171.) You are briefing the RNAV (GPS) RWY33 approach at ADS. Where would you plan to execute the missed approach?
- A. 4.1 DME from PORTR.
 - B. RW33 waypoint.
 - C. 1,240 feet indicated on altimeter.

Metadata: LSCCode : PLT083

42. (Refer to FAA-CT-8080-3F, Figure 227.) You are executing the Centennial Airport (APA) ILS RWY 35R approach. What is your crossing altitude at the outer marker?
- A. 2,092 feet MSL.
 - B. 7,977 feet MSL.
 - C. 8,000 feet MSL.

Metadata: LSCCode : PLT083

43. (Refer to FAA-CT-8080-3F, Figure 227.) What is the minimum safe altitude (MSA) when maneuvering northeast of APA?
- A. 13,100 feet.
 - B. 8,100 feet.
 - C. 7,080 feet.

Metadata: LSCCode : PLT083

44. (Refer to FAA-CT-8080-3F, Figure 235.) What is the LPV decision altitude for the LNK RNAV (GPS) RWY 32?
- A. 1,563 feet MSL.
 - B. 1,429 feet MSL.
 - C. 1,760 feet MSL.

Metadata: LSCCode : PLT083

45. (Refer to FAA-CT-8080-3F, Figure 243.) What is the minimum altitude to cross CLAMM intersection while conducting the RNAV (GPS) RWY 6 approach at ROA?
- A. 4,300 MSL.
 - B. 5,200 MSL.
 - C. 2,700 MSL.

Metadata: LSCCode : PLT083

46. (Refer to FAA-CT-8080-3F, Figure 247 and Legend 27.) ATC assigns the RAL Runway 9 ILS. In the event that a missed approach is necessary, you determine you will climb with 120 knots groundspeed. What would the missed approach rate of climb be?
- A. 540 feet per minute minimum.
 - B. 200 feet per nautical mile.
 - C. 540 feet per nautical mile.

Metadata: LSCCode : PLT083

47. (Refer to FAA-CT-8080-3F, Figure 247.) When the RAL altimeter is not available, the LOC RWY 9 visibility minima for a helicopter cleared for the S-LOC 9* approach at RAL is
- A. 1/4 mile.
 - B. 1/2 mile.
 - C. 5/8 mile.

Metadata: LSCCode : PLT083

48. (Refer to FAA-CT-8080-3F, Figure 253.) While executing the RNAV (GPS) RWY 18 LNAV approach at OSH, how would the missed approach point be identified?
- A. RW18 waypoint.
 - B. 1.1 NM from RW18 waypoint.
 - C. 1,040 feet MSL indicated.

Metadata: LSCCode : PLT083

49. Stable air has the following properties:

- A. good visibility, steady precipitation, and stratus type clouds.
- B. poor visibility, intermittent precipitation, and cumulus-type clouds.
- C. poor visibility, steady precipitation, and stratus type clouds.

Metadata: LSCCode : PLT511

50. Consider this AIRMET that includes your route of flight:

**DFWS WA 211445 AIRMET IFR . . . OK TX FROM END TO TXK TO HOU TO LBB TO
END CIG BELOW 010. CONDS ENDG 15-18Z**

This indicates

- A. there will be icing in clouds below 10,000 feet MSL.**
- B. visibility will be less than 3 SM until 15Z.**
- C. the area will have low ceilings before 15Z.**

Metadata: LSCCode : PLT290