

8/10/2021

PRH - Private Pilot Helicopter

The following sample questions for Private Pilot-Helicopter (PRH) are suitable study material for the Private Pilot-Helicopter Rating. These questions are a representation of questions that can be found on all Private Pilot-Helicopter 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 PRH 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-8080-2H, Airman Knowledge Testing Supplement for Sport Pilot, Recreational Pilot, Remote Pilot, and Private Pilot is available at

www.faa.gov/training_testing/testing/supplements/media/sport_rec_private_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 Private Pilot Helicopter (PRH) 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/sport_rec_private_akts.pdf

1. The pilot of an aircraft that has been involved in an accident is required to file an NTSB accident report within how many days?

- A. 5**
- B. 7**
- C. 10**

Metadata: LSCCode : PLT366

2. With respect to the certification of airmen, which are categories of aircraft?

- A. Gyroplane, helicopter, airship, free balloon.**
- B. Airplane, rotorcraft, glider, lighter-than-air.**
- C. Single-engine land and sea, multiengine land and sea.**

Metadata: LSCCode : PLT371

3. A flashing white light signal from the control tower to a taxiing aircraft is an indication to

- A. taxi at a faster speed.**
- B. taxi only on taxiways and not cross runways.**
- C. return to the starting point on the airport.**

Metadata: LSCCode : PLT502

4. During operations outside controlled airspace at altitudes of more than 1,200 feet AGL, but less than 10,000 feet MSL, the minimum flight visibility for day VFR flight is

- A. 1 mile.**
- B. 3 miles.**
- C. 5 miles.**

Metadata: LSCCode : PLT163

5. During operations outside controlled airspace at altitudes of more than 1,200 feet AGL, but less than 10,000 feet MSL, the minimum distance below clouds requirement for VFR flight at night is
- A. 500 feet.
 - B. 1,000 feet.
 - C. 1,500 feet.

Metadata: LSCCode : PLT163

6. Two-way radio communication must be established with the Air Traffic Control facility having jurisdiction over the area prior to entering which class airspace?
- A. Class C.
 - B. Class E.
 - C. Class G.

Metadata: LSCCode : PLT434

7. Which is appropriate for a helicopter approaching an airport for landing?
- A. Remain below the airplane traffic pattern altitude.
 - B. Avoid the flow of fixed-wing traffic.
 - C. Fly right-hand traffic.

Metadata: LSCCode : PLT170

8. Pre-takeoff briefing of passengers about the use of seat belts for a flight is the responsibility of
- A. all passengers.
 - B. the pilot in command.
 - C. the right seat pilot.

Metadata: LSCCode : PLT384

9. A 100-hour inspection was due at 3302.5 hours. The 100-hour inspection was actually done at 3309.5 hours. When is the next 100-hour inspection due?
- A. 3312.5 hours.
 - B. 3395.5 hours.
 - C. 3402.5 hours.

Metadata: LSCCode : PLT372

10. If a flight is made from an area of high pressure into an area of lower pressure without the altimeter setting being adjusted, the altimeter will indicate
- A. lower than the actual altitude above sea level.
 - B. higher than the actual altitude above sea level.
 - C. the actual altitude above sea level.

Metadata: LSCCode : PLT167

11. (Refer to FAA-CT-8080-2H, Figure 17.) What wind is forecast for STL at 12,000 feet?
- A. 230° true at 56 knots.
 - B. 230° true at 39 knots.
 - C. 230° magnetic at 56 knots.

Metadata: LSCCode : PLT076

12. What action should a pilot take when operating under VFR in a Military Operations Area (MOA)?
- A. Obtain a clearance from the controlling agency prior to entering the MOA.
 - B. Operate only on the airways that transverse the MOA.
 - C. Exercise extreme caution when military activity is being conducted.

Metadata: LSCCode : PLT393

13. Select the UNICOM frequencies normally assigned to stations at landing areas used exclusively as heliports.
- A. 122.75 and 123.65 MHz.
 - B. 123.0 and 122.95 MHz.
 - C. 123.05 and 123.075 MHz.

Metadata: LSCCode : PLT204

14. (Refer to FAA-CT-8080-2H, Figure 4.) Which marking identifies the never-exceed speed?
- A. Upper limit of the green arc.
 - B. Upper limit of the white arc.
 - C. The red radial line.

Metadata: LSCCode : PLT088

15. Ground resonance is most likely to develop when

- A. on the ground and harmonic vibrations develop between the main and tail rotors.**
- B. a series of shocks causes the rotor system to become unbalanced.**
- C. there is a combination of a decrease in the angle of attack on the advancing blade and an increase in the angle of attack on the retreating blade.**

Metadata: LSCCode : PLT259

16. If the pilot were to make a near-vertical power approach into a confined area with the airspeed near zero, what hazardous condition may develop?

- A. Ground resonance when ground contact is made.**
- B. A settling-with-power condition.**
- C. Blade stall vibration could develop.**

Metadata: LSCCode : PLT264

17. (Refer to FAA-CT-8080-2H, Figure 47.) While on final approach to a runway equipped with a standard 2-bar VASI, the lights appear as shown by illustration D. This means that the aircraft is

- A. above the glide path.**
- B. below the glide path.**
- C. on the glide path.**

Metadata: LSCCode : PLT147

18. A lack of orientation with regard to the position, attitude, or movement of the aircraft in space is defined as

- A. spatial disorientation.**
- B. hyperventilation.**
- C. hypoxia.**

Metadata: LSCCode : PLT334

19. What action should the pilot take if engine failure occurs at altitude?

- A. Open the throttle as the collective pitch is raised.**
- B. Reduce cyclic back stick pressure during turns.**
- C. Lower the collective pitch control, as necessary, to maintain rotor RPM.**

Metadata: LSCCode : PLT208

20. What antidotal phrase can help reverse the hazardous attitude of impulsivity?

- A. Do it quickly to get it over with.**
- B. It could happen to me.**
- C. Not so fast, think first.**

Metadata: LSCCode : PLT103

21. The lift differential that exists between the advancing main rotor blade and the retreating main rotor blade is known as

- A. transverse flow effect.**
- B. dissymmetry of lift.**
- C. hunting tendency.**

Metadata: LSCCode : PLT242

22. The four forces acting on a helicopter in flight are

- A. lift, drag, thrust, and weight.**
- B. lift, weight, gravity, and thrust.**
- C. lift, gravity, power, and friction.**

Metadata: LSCCode : PLT242

23. (Refer to FAA-CT-8080-2H, Figure 52.) What is the recommended communications procedure for landing at Lincoln Municipal during the hours when the tower is not in operation?

- A. Monitor airport traffic and announce your position and intentions on 118.5 MHz.**
- B. Contact UNICOM on 122.95 MHz for traffic advisories.**
- C. Monitor ATIS for airport conditions, then announce your position on 122.95 MHz.**

Metadata: LSCCode : PLT078

24. (Refer to FAA-CT-8080-2H, Figure 25, area 5.) The navigation facility at Dallas-Ft. Worth International (DFW) is a

- A. VOR.**
- B. VORTAC.**
- C. VOR/DME.**

Metadata: LSCCode : PLT101

25. (Refer to FAA-CT-8080-2H, Figure 52.) Where is Loup City Municipal located in relation to the city?
- A. Northeast approximately 3 miles.
 - B. Northwest approximately 1 mile.
 - C. East approximately 7 miles.

Metadata: LSCCode : PLT078

26. (Refer to FAA-CT-8080-2H, Figure 52.) When approaching Lincoln Municipal from the west at noon for the purpose of landing, initial communications should be with
- A. Lincoln Approach Control on 124.0 MHz.
 - B. Minneapolis Center on 128.75 MHz.
 - C. Lincoln Tower on 118.5 MHz.

Metadata: LSCCode : PLT078

27. The `yellow demarcation bar` marking indicates
- A. a runway with a displaced threshold that precedes the runway.
 - B. a hold line from a taxiway to a runway.
 - C. the beginning of available runway for landing on the approach side.

Metadata: LSCCode : PLT141

28. (Refer to FAA-CT-8080-2H, Figure 64.) Which marking indicates a vehicle lane?
- A. A.
 - B. C.
 - C. E.

Metadata: LSCCode : PLT141

29. (Refer to FAA-CT-8080-2H, Figure 20, area 1.) The NALF Fentress (NFE) Airport is in what type of airspace?
- A. Class C.
 - B. Class E.
 - C. Class G.

Metadata: LSCCode : PLT064

30. Which statement relates to Bernoulli's principle?

- A. For every action there is an equal and opposite reaction.**
- B. An additional upward force is generated as the lower surface of the airfoil deflects air downward.**
- C. Air traveling faster over the curved upper surface of an airfoil causes lower pressure on the top surface.**

Metadata: LSCCode : PLT025

31. How far will an aircraft travel in 7.5 minutes with a ground speed of 114 knots?

- A. 14.25 NM.**
- B. 15.00 NM.**
- C. 14.50 NM.**

Metadata: LSCCode : PLT012

32. The radius of the procedural outer area of Class C airspace is normally

- A. 10 NM.**
- B. 20 NM.**
- C. 30 NM.**

Metadata: LSCCode : PLT161

33. Which approach and landing objective is assured when the pilot remains on the proper glidepath of the VASI?

- A. Runway identification and course guidance.**
- B. Safe obstruction clearance in the approach area.**
- C. Lateral course guidance to the runway.**

Metadata: LSCCode : PLT147

34. (Refer to FAA-CT-8080-2H, Figure 8.) What is the effect of a temperature increase from 35 to 50°F on the density altitude if the pressure altitude remains at 3,000 feet MSL?

- A. 1,000-foot increase.**
- B. 1,100-foot decrease.**
- C. 1,300-foot increase.**

Metadata: LSCCode : PLT124

35. The Aeronautical Information Manual (AIM) specifically encourages pilots to turn on their landing lights when operating below 10,000 feet, day or night, and especially when operating
- A. in Class B airspace.
 - B. in conditions of reduced visibility.
 - C. within 15 miles of a towered airport.

Metadata: LSCCode : PLT119

36. When making routine transponder code changes, pilots should avoid inadvertent selection of which code?
- A. 7200
 - B. 7000
 - C. 7500

Metadata: LSCCode : PLT497

37. A pilot experiencing the effects of hyperventilation should be able to restore the proper carbon dioxide level in the body by
- A. slowing the breathing rate, breathing into a paper bag, or talking aloud.
 - B. breathing spontaneously and deeply or gaining mental control of the situation.
 - C. increasing the breathing rate in order to increase lung ventilation.

Metadata: LSCCode : PLT332

38.



A left turn at this intersection would place the aircraft

- A. ready for a runway 26 intersection takeoff.
- B. on the taxiway leading to runway 26.
- C. ready for a runway 8 intersection takeoff.

Metadata: LSCCode : PLT141

39.



This sign confirms your position on

- A. runway 22.
- B. routing to runway 22.
- C. taxiway 22.

Metadata: LSCCode : PLT141

40.



This sign is a visual clue that

- A. confirms the aircraft's location to be on taxiway "B."
- B. warns the pilot of approaching taxiway "B."
- C. indicates "B" holding area is ahead.

Metadata: LSCCode : PLT141

41. Your cousin wants you to take him flying. You must have made at least three takeoffs and three landings in your aircraft within the preceding

- A. 90 days.
- B. 60 days.
- C. 30 days.

Metadata: LSCCode : PLT411

42. The wind at 5,000 feet AGL is southwesterly while the surface wind is southerly. This difference in direction is primarily due to

- A. stronger pressure gradient at higher altitudes.
- B. friction between the wind and the surface.
- C. stronger Coriolis force at the surface.

Metadata: LSCCode : PLT516

43. Eye movements during daytime collision avoidance scanning should

- A. not exceed 10 degrees and view each sector at least 1 second.**
- B. be 30 degrees and view each sector at least 3 seconds.**
- C. use peripheral vision by scanning small sectors and utilizing off-center viewing.**

Metadata: LSCCode : PLT099

44. When there is a temperature inversion, you would expect to experience

- A. clouds with extensive vertical development above an inversion aloft.**
- B. good visibility in the lower levels of the atmosphere and poor visibility above an inversion aloft.**
- C. an increase in temperature as altitude increases.**

Metadata: LSCCode : PLT301

45. When warm, moist, stable air flows upslope, it

- A. produces stratus type clouds.**
- B. causes showers and thunderstorms.**
- C. develops convective turbulence.**

Metadata: LSCCode : PLT192

46. Each person who holds a pilot certificate or a medical certificate shall present it for inspection upon the request of any

- A. authorized representative of the Department of Transportation.**
- B. person in a position of authority.**
- C. local law enforcement officer.**

Metadata: LSCCode : PLT399

47. (Refer to FAA-CT-8080-2H, Figure 75, west of area 6.) During preflight planning, your course is plotted to fly through R-2305. Where would you find additional information regarding this airspace?

- A. In the Aeronautical Information Manual.**
- B. In the Chart Supplements U.S. (formerly Airport Facility Directory).**
- C. On the Sectional Chart in the Special Use Airspace area.**

Metadata: LSCCode : PLT064

48. The correct method of stating 5,500 feet MSL to ATC is

- A. FIVE POINT FIVE.**
- B. FIFTY-FIVE HUNDRED FEET MSL.**
- C. FIVE THOUSAND FIVE HUNDRED.**

Metadata: LSCCode : PLT204

49. One weather phenomenon which will always occur when flying across a front is a change in the

- A. stability of the air mass.**
- B. type of precipitation.**
- C. wind direction.**

Metadata: LSCCode : PLT511

50. Unless otherwise authorized, which situation requires Automatic Dependent Surveillance-Broadcast (ADS-B)?

- A. Landing at an airport with an operating control tower.**
- B. Overflying Class C airspace below 10,000 feet MSL.**
- C. Flying under the shelf of Class C airspace.**

Metadata: LSCCode : PLT405

51. Unless otherwise authorized, if flying a transponder equipped helicopter, a pilot should squawk which VFR code?

- A. 1200**
- B. 7600**
- C. 7700**

Metadata: LSCCode : PLT497