

UTILITY HELICOPTER 60M (UH-60M) EXAM 1 PRACTICE (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE

<https://uh60m1.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

SAMPLE

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

SAMPLE

- 1. ASE threats can be found on which displays?**
 - A. EICAS
 - B. TACMAP and ND FULL
 - C. GPS map
 - D. Weather radar
- 2. Which MFD is powered by the aircraft battery?**
 - A. #2 MFD
 - B. #3 MFD
 - C. All MFDs
 - D. #1 MFD
- 3. What is the total main tank useable fuel in gallons?**
 - A. 320 gallons
 - B. 360 gallons
 - C. 380 gallons
 - D. 400 gallons
- 4. Which light is located under the pilot?**
 - A. Landing light
 - B. Search light
 - C. Cockpit dome light
 - D. Nav light
- 5. What are the two RNP modes available to the crew on the Flight Plan Management page?**
 - A. Civil (CIV) and Tactical (TAC)
 - B. Civil (CIV) and Military (MIL)
 - C. Tactical (TAC) and Strategic (STR)
 - D. Standard (STD) and CIV
- 6. The canted tail rotor provides what percent of the total lifting force?**
 - A. 2.5%
 - B. 5%
 - C. 1%
 - D. 7.5%

7. What is the first underlined step for an uncommanded change in normal flight conditions while coupled to the FD?
- A. Press the RMT SBY switch to disengage the FD modes
 - B. Use the AP DISC switch
 - C. Power cycle the AFCS computer
 - D. Toggle the FD off
8. The flight crew _____ manually verify information presented by aircraft systems, (ETA, Req Fuel, Req GS, Duration Range and Bingo) during flight operations.
- A. may
 - B. should
 - C. might
 - D. SHALL
9. Easiest place to see distance and bearing on HVR page?
- A. ND map
 - B. HVR legend
 - C. MFD page
 - D. PFD hover
10. What are the first five lines of data displayed on the FMS screen called?
- A. Header
 - B. Title
 - C. Banner
 - D. Foreword

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. ASE threats can be found on which displays?

- A. EICAS
- B. TACMAP and ND FULL**
- C. GPS map
- D. Weather radar

ASE threats are shown on map-type displays that support threat overlays. The TACMAP provides a tactical, top-down view with threat symbols and predicted tracks, making it a primary place to see ASE threats. The Navigation Display in full-screen mode (ND FULL) can also overlay threats for a large, focused view. Other displays serve different purposes: EICAS shows engine and system status, GPS map handles navigation data, and weather radar displays weather information, not threats. So the best places to view ASE threats are TACMAP and ND FULL.

2. Which MFD is powered by the aircraft battery?

- A. #2 MFD
- B. #3 MFD**
- C. All MFDs
- D. #1 MFD

In the UH-60M, not all cockpit displays are fed from the same power source. One display is wired to the aircraft battery so it can stay on when the normal generators/buses are unavailable. The MFD in the third position is connected to that battery-backed path, so it remains illuminated and usable during battery-only operation. The other MFDs normally rely on the main electrical or essential bus and would go dark if power from the generators or main buses is lost. That's why the third MFD is the one powered by the aircraft battery.

3. What is the total main tank useable fuel in gallons?

- A. 320 gallons
- B. 360 gallons**
- C. 380 gallons
- D. 400 gallons

The main tanks' usable fuel totals 360 gallons. This comes from two main tanks, each providing 180 gallons of usable fuel, giving a combined 360 gallons. The term "usable" means the fuel that can actually be burned in flight, excluding any fuel that remains unusable in the tank. So 360 gallons is the standard total for the UH-60M main tanks. External or auxiliary tanks aren't part of this main-tank total.

4. Which light is located under the pilot?

- A. Landing light
- B. Search light**
- C. Cockpit dome light
- D. Nav light

The light located under the pilot is the search light. In a UH-60M, the search light is mounted on the lower fuselage near the cockpit so it can shine downward and forward to illuminate the area immediately ahead and below the helicopter during night operations, hover tasks, or searches. This placement lets the crew illuminate the ground without shining light directly into the pilot's eyes. The other lights serve different purposes and placements: the landing light is forward-facing on the nose or landing gear to help with approach and ground handling; the cockpit dome light is inside the cockpit to illuminate instruments for the crew; and nav lights are fixed to the exterior extremities (like wingtips and tail) to make the aircraft visible to others.

5. What are the two RNP modes available to the crew on the Flight Plan Management page?

- A. Civil (CIV) and Tactical (TAC)**
- B. Civil (CIV) and Military (MIL)
- C. Tactical (TAC) and Strategic (STR)
- D. Standard (STD) and CIV

The concept here is how navigation performance is constrained on the Flight Plan Management page. RNP modes define how tightly the flight path must be followed. On this page, the two available RNP modes are Civil (CIV) and Tactical (TAC). CIV matches standard civil navigation requirements for planned routes, while TAC is provided for mission-focused, tactical operations that may require different containment or routing behavior. The other options aren't offered as RNP modes on this page, which is why CIV and TAC are the correct pair.

6. The canted tail rotor provides what percent of the total lifting force?

- A. 2.5%**
- B. 5%
- C. 1%
- D. 7.5%

The cant on the tail rotor is used to generate a small upward lift component in addition to countering the main rotor's torque. The main rotor does the bulk of the lifting, while the tail rotor's primary job is anti-torque, producing thrust mostly horizontal to cancel the main rotor's torque. Because of the cant, a portion of that thrust also contributes to vertical lift, but it's a small share—about 2.5% of the total lifting force. This keeps yaw control effective without shifting most lift away from the main rotor.

7. What is the first underlined step for an uncommanded change in normal flight conditions while coupled to the FD?

- A. Press the RMT SBY switch to disengage the FD modes
- B. Use the AP DISC switch
- C. Power cycle the AFCS computer
- D. Toggle the FD off

When the aircraft is flying under the Flight Director and you experience an uncommanded change, the first step is to break the FD's influence by placing the AFCS into standby. Pressing the RMT SBY switch disengages the FD modes, which stops the flight director from issuing guidance and lets you regain direct manual control to stabilize the aircraft. This quick action isolates the source of the unexpected command without diving into more drastic options. If the situation persists, you can consider other steps such as disconnecting the autopilot or cycling the AFCS, but the immediate first action should be to disengage the FD modes with the RMT SBY switch.

8. The flight crew _____ manually verify information presented by aircraft systems, (ETA, Req Fuel, Req GS, Duration Range and Bingo) during flight operations.

- A. may
- B. should
- C. might
- D. SHALL

Manual verification of system-provided data is mandatory during flight operations. Crews must actively confirm essential figures such as ETA, fuel requirements, required ground speed, endurance range, and bingo fuel by cross-checking against real-time conditions and performance. This practice reduces reliance on a single source and catches discrepancies arising from sensor faults, data latency, or input errors. Because this is a safety-critical procedure tied to flight planning and in-flight decision making, the instruction uses shall to indicate a binding requirement rather than a recommendation. Other terms would describe optional or advisory actions, which would not guarantee the necessary verification.

9. Easiest place to see distance and bearing on HVR page?

- A. ND map
- B. HVR legend
- C. MFD page
- D. PFD hover

In hover mode, the PFD in its hover display is where you'll see distance and bearing most clearly. The PFD hover readout provides a live numeric distance to the hover target and the bearing to that target, updating as you adjust the hover point. It's located in your primary field of view and stays visible without needing to switch pages, so you can quickly gauge how far away you are and which way to maneuver. The other options require extra steps or don't provide live values as directly: the ND map shows distance only via map scale and cursor position, the HVR legend describes symbols but doesn't continuously display numbers, and the MFD page may not present a real-time distance/bearing readout in hover mode.

10. What are the first five lines of data displayed on the FMS screen called?

A. Header

B. Title

C. Banner

D. Foreword

The top portion of the FMS display is the header—the section that provides identifying and contextual information for the data that follows. In the UH-60M FMS, those first several lines show the screen name, page number, and status so you know exactly which screen and page you're looking at and can quickly confirm you're interpreting the right data. This labeling and status area is what the header is for, not the actual operational data payload below. A title tends to be a single line naming the page, not a multi-line block that runs across several lines at the very top. A banner is typically a graphical strip and not the standard multi-line identification area used for orientation. Foreword is unrelated text. So the multi-line, top-aligned identification and status content is best described as the header.

SAMPLE

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://uh60m1.examzify.com>

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

SAMPLE