

CRJ-700 PRO 5 SYSTEMS PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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THE FULL VERSION STUDY GUIDE**

<https://crj700pro5systems.examzify.com>



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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 VHF communication radios can be accomplished on the RTUs or on the FMS?**
 - A. 1 & 2
 - B. 1 & 3
 - C. 2 & 3
 - D. 1, 2, and 3
- 2. Which hydraulic pumps are engine driven on the CRJ 700?**
 - A. 1B and 2B
 - B. 3A and 3B
 - C. 1A and 3A
 - D. 1A and 2A
- 3. Which of the following is an AC electrical bus on the CRJ 700?**
 - A. APU BUS
 - B. DC ESS BUS
 - C. HYD PUMP BUS
 - D. AC ESS BUS
- 4. How are slats and flaps operated?**
 - A. Hydraulically
 - B. Electrically
 - C. Mechanically
 - D. Pneumatically
- 5. During a stabilizer trim runaway, the recommended action for the STAB TRIM DISC switches is:**
 - A. Press, hold, and release both STAB TRIM DISC switches
 - B. Press and release only one switch
 - C. Do nothing
 - D. Switch off the electrical power

6. Which statement correctly pairs the air packs with their destinations?

- A. Cockpit - PACK 2; Cabin - PACK 1
- B. Cockpit - PACK 2; Cabin - PACK 2
- C. Cockpit - PACK 1; Cabin - PACK 2
- D. Cockpit - PACK 1; Cabin - PACK 1

7. What is the function of the TRU?

- A. Store electrical energy
- B. Distribute power to the aircraft
- C. Convert AC power to DC power
- D. Convert DC power to AC power

8. The total number of doors and hatches on the CRJ 700 is nine.

- A. Seven
- B. Nine
- C. Eleven
- D. Thirteen

9. During automatic pressurization operations, the LDG ELEV knob is used to display the landing field elevation on which page according to the source?

- A. EICAS ECS synoptic page
- B. Status page
- C. PFD
- D. MFD

10. What are the primary and secondary purposes of the APU?

- A. Primary: to provide AC electrical power; Secondary: to pressurize the pneumatic system for engine start, pressurization, and air conditioning. (bleed air)
- B. Primary: to provide hydraulic power; Secondary: to start the engines
- C. Primary: to pressurize the pneumatic system; Secondary: to provide AC electrical power.
- D. Primary: to provide cooling; Secondary: to provide cabin lighting

Answers

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

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Explanations

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1. Which VHF communication radios can be accomplished on the RTUs or on the FMS?

A. 1 & 2

B. 1 & 3

C. 2 & 3

D. 1, 2, and 3

The ability to control VHF radios from RTUs or the FMS depends on which radios are wired and supported by those interfaces. In this aircraft setup, only the first two VHF radios are accessible for remote tuning and control via the RTUs or the FMS. The third VHF radio isn't connected to those interfaces, so it cannot be accomplished through the RTUs or the FMS and must be tuned on the dedicated cockpit radio panel. That's why radios one and two are the correct combination.

2. Which hydraulic pumps are engine driven on the CRJ 700?

A. 1B and 2B

B. 3A and 3B

C. 1A and 3A

D. 1A and 2A

Engine-driven hydraulic pumps on the CRJ-700 are the A-designated units for the first two hydraulic systems, specifically 1A and 2A. These pumps are driven by the engines and provide hydraulic pressure when the engines are running. The B-designated pumps (1B and 2B) are electric motor-driven and serve as electric backup or supplement. So the pumps that are engine driven are the ones labeled for system 1 and system 2 with the A designation.

3. Which of the following is an AC electrical bus on the CRJ 700?

A. APU BUS

B. DC ESS BUS

C. HYD PUMP BUS

D. AC ESS BUS

In this aircraft, AC power is distributed to several buses, with one specific bus designated to carry essential AC loads under abnormal electrical conditions. That AC Essential Bus is the one intended to power critical flight deck equipment and other essential systems when possible, ensuring they remain powered even if some generators are unavailable. The APU Bus, while a power feed related to the APU, is not the designated AC essential distribution used for the critical loads referred to in this question. The DC Essential Bus is DC power, not AC, and the hydraulic pump bus serves hydraulic, not electrical, circuits. So the AC Essential Bus is the correct AC electrical bus for the CRJ 700.

4. How are slats and flaps operated?

- A. Hydraulically
- B. Electrically
- C. Mechanically
- D. Pneumatically**

Slats and flaps are driven by pneumatic actuators that use bleed air from the airplane's pneumatic system. When you command a flap/slat setting, a control valve routes pressurized air to the corresponding actuators, and the air pressure pushes pistons to move the devices to the commanded position. On retract, the air is vented and the devices return, typically aided by a spring-return or internal retraction mechanism. This provides fast, reliable motion for these surfaces in a compact package. Hydraulics would involve liquids and are heavier for this task, electrical actuation is less common for these devices on this aircraft, and mechanical/manual would not fit how modern CRJs move their slats and flaps.

5. During a stabilizer trim runaway, the recommended action for the STAB TRIM DISC switches is:

- A. Press, hold, and release both STAB TRIM DISC switches**
- B. Press and release only one switch
- C. Do nothing
- D. Switch off the electrical power

When a stabilizer trim runaway happens, the first priority is to immediately isolate the stabilizer trim system. The STAB TRIM DISC switches are designed to disconnect the stab trim servo channels from the control system. Pressing both switches ensures both trim channels are disabled, and holding them guarantees the circuit is fully opened so no further trim input can drive the motor. Releasing after the motion has stopped confirms the system is disengaged. If only one switch is used, the other channel can still command movement, so the runaway may continue. Turning off electrical power is not the recommended action because it affects many other systems and isn't the prescribed immediate fix.

6. Which statement correctly pairs the air packs with their destinations?

- A. Cockpit - PACK 2; Cabin - PACK 1
- B. Cockpit - PACK 2; Cabin - PACK 2
- C. Cockpit - PACK 1; Cabin - PACK 2**
- D. Cockpit - PACK 1; Cabin - PACK 1

Air conditioning packs are split to serve different zones, with Pack 1 feeding the cockpit and the forward cabin, and Pack 2 feeding the rest of the cabin. This arrangement lets the crew have reliable conditioning in the cockpit while passengers in the cabin receive air from the other pack. Therefore, the correct pairing is cockpit with Pack 1 and cabin with Pack 2. Pairings that place the cockpit on Pack 2 or that put both zones on the same pack would disrupt the intended zoning and control of conditioned air.

7. What is the function of the TRU?

- A. Store electrical energy
- B. Distribute power to the aircraft
- C. Convert AC power to DC power**
- D. Convert DC power to AC power

The function being tested is converting AC power to DC power. A Transformer-Rectifier Unit uses a transformer to step down the incoming AC voltage and a rectifier to convert that AC into DC, supplying the aircraft's DC electrical buses (typically 28 V DC). It does not store energy like a battery, does not by itself distribute power (that's the role of the DC distribution system), and it does not convert DC back to AC (that would be an inverter).

8. The total number of doors and hatches on the CRJ 700 is nine.

- A. Seven
- B. Nine**
- C. Eleven
- D. Thirteen

Count all external openings that serve as doors or hatches on the CRJ 700. In this aircraft, you have four main cabin doors (two on each side), two cargo doors (for the forward and aft cargo compartments), two service/galley doors, and one cockpit access hatch. When you add those together, you get nine openings. Choosing seven would miss one of the required doors or hatches, eleven would add an opening that isn't present, and thirteen would imply even more openings than the aircraft actually has.

9. During automatic pressurization operations, the LDG ELEV knob is used to display the landing field elevation on which page according to the source?

- A. EICAS ECS synoptic page
- B. Status page**
- C. PFD
- D. MFD

The landing field elevation is displayed on the Status page during automatic pressurization operations. In the CRJ-700, the Status page is where system status and configuration details for the environmental control system, including pressurization, are shown. Displaying the landing elevation there keeps the pilot informed of the airport field height used by the automatic pressurization logic, which is essential for maintaining proper cabin pressure during approach and descent. The PFD and MFD focus on flight data and navigation, while the EICAS ECS synoptic page presents broader environmental system status, not this specific readout.

10. What are the primary and secondary purposes of the APU?

- A. Primary: to provide AC electrical power; Secondary: to pressurize the pneumatic system for engine start, pressurization, and air conditioning. (bleed air)
- B. Primary: to provide hydraulic power; Secondary: to start the engines
- C. Primary: to pressurize the pneumatic system; Secondary: to provide AC electrical power.
- D. Primary: to provide cooling; Secondary: to provide cabin lighting

The APU's main job is to provide electrical power for the aircraft systems when the main engines aren't running. That keeps avionics, lighting, and other systems powered and allows engine starts to be performed without relying on the engines to generate electricity. Its secondary job is to supply bleed air to the pneumatic system. That bleed air is used to start the engines (via the air turbine starters) and to support the environmental control system for cabin pressurization and air conditioning. So the APU is primarily an electrical power source, with bleed air as the secondary function to enable engine starts and pneumatic operations.

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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://crj700pro5systems.examzify.com>

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

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