

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. What is the consequence of avionics cooling failure?**
 - A. Overheating of avionics equipment, risking unreliable operation of electronic systems.
 - B. Faster data processing.
 - C. Improved radio range.
 - D. No effect on flight safety.
- 2. What is the typical sequence for starting an engine in the CRJ-700 with respect to bleed air?**
 - A. Start the engine first, then verify bleed air source.
 - B. Configure packs before the engine start.
 - C. Ensure bleed air source is available, configure packs, and follow engine start procedures with bleed air correctly established.
 - D. Bleed air is not required for engine start.
- 3. What is the CRJ 700 turn radius?**
 - A. 75 ft
 - B. 60 ft
 - C. 90 ft
 - D. 100 ft
- 4. In flight, which power sources provide AC power and on the ground correspondingly?**
 - A. Engine-driven generators and the APU in flight; external power on the ground
 - B. External power in flight; engine-driven on the ground
 - C. APU in flight; standby battery on the ground
 - D. Standby battery in flight; TRU on the ground
- 5. Dual or single loop fire and overheat detection is provided for the following five areas: engine, APU, jet pipe and pylon, and MLG.**
 - A. True
 - B. False
 - C. Only engine and APU
 - D. Not specified

- 6. When the Before Start checklist calls for Hydraulic Pumps AUTO/ON, which pump(s) are AUTO and which to ON?**
- A. AUTO: 1A, 2A, 3A; ON: 3B
 - B. AUTO: 1B, 2B, 3B; ON: 3A
 - C. AUTO: 1B, 2A, 3B; ON: 3A
 - D. AUTO: 1A, 2B, 3B; ON: 1B
- 7. What is the primary function of the pneumatic starting system on the CRJ-700?**
- A. Uses electrical power to start the engine.
 - B. Uses bleed air from engines or APU to start the engines.
 - C. Uses ram air to start.
 - D. Uses hydraulic power to start.
- 8. What is the output of IDG and ADG?**
- A. IDG: 50 Hz, 115 V, 3-phase AC, 20 KVA
 - B. IDG: 400 Hz, 115 V, 3-phase AC, 40 KVA; ADG: 400 Hz, 115 V, 3-phase AC, 15 KVA
 - C. IDG: 400 Hz, 115 V, DC, 40 KVA
 - D. IDG: 400 Hz, 115 V, 3-phase AC, 60 KVA
- 9. How does the CRJ-700 handle high-altitude cabin pressurization changes?**
- A. Manual bleed valve adjustment only
 - B. Cabin pressure remains constant
 - C. External air pressure controls
 - D. Automatic cabin pressure controller that modulates the outflow valve and bleed air flow to maintain target cabin pressure
- 10. During an abnormal situation, which cockpit automation assists with stabilization and fault isolation?**
- A. Manual control is required for all abnormal situations.
 - B. Stabilization, fault isolation assistance, and possible autopilot engagement if supported.
 - C. Auto-landing is engaged.
 - D. Oxygen masks deploy automatically.

Answers

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

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Explanations

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1. What is the consequence of avionics cooling failure?

- A. Overheating of avionics equipment, risking unreliable operation of electronic systems.
- B. Faster data processing.
- C. Improved radio range.
- D. No effect on flight safety.

Avionics rely on an effective cooling path to keep electronics within safe temperatures. When cooling fails, heat builds up in the avionics bay, causing components and processors to run hotter than they should. This can lead to intermittent faults, degraded performance, and even automatic protective shutdowns to prevent damage. The result is unreliable operation of electronic systems, which is why overheating is the primary consequence. The other outcomes don't fit: cooling failure won't speed up data processing, it won't improve radio range, and it can affect flight-critical systems, so saying there's no effect on flight safety isn't accurate.

2. What is the typical sequence for starting an engine in the CRJ-700 with respect to bleed air?

- A. Start the engine first, then verify bleed air source.
- B. Configure packs before the engine start.
- C. Ensure bleed air source is available, configure packs, and follow engine start procedures with bleed air correctly established.
- D. Bleed air is not required for engine start.

Bleed air provides the pneumatic power needed to drive the engine's starter and achieve a successful light-off. On the CRJ-700, you must have a live bleed air source (APU bleed or engine bleed) available before you start the engine, because the air turbine starter relies on that pressure to spool the engine. Configure the packs so conditioned air is ready and the bleed air demand is properly managed. With the bleed source established and the packs set, you then follow the engine start procedure, ensuring bleed air remains available throughout the start. If you start without a bleed source or without packs being configured, the engine likely won't start or could start unsteadily. So the correct sequence is to verify bleed air availability, configure the packs, and then perform the engine start with bleed air correctly established. Bleed air is not typically omitted for a standard start on this aircraft.

3. What is the CRJ 700 turn radius?

- A. 75 ft
- B. 60 ft
- C. 90 ft
- D. 100 ft

Turning radius is the size of the circular path an aircraft follows while turning, and for a CRJ 700 on the ground it's dominated by how fast you're moving and how sharply you steer. In practice, pilots keep taxi speeds low and use the steering system to manage the turn, so the aircraft can trace a fairly small circle without tire scrub or loss of control. A commonly cited taxi-turn radius for the CRJ 700 is about 75 feet, which matches typical operating conditions during slow-speed turns with modest steering input. Conceptually, the faster you go, the larger the circle you trace; the more you bank or steer, the tighter the turn—up to the limits of tire friction and steering geometry. At the low speeds used for taxiing, around 15 knots with a gentle steering input, the minimum practical radius ends up near 75 feet, making that value the best fit for the CRJ 700's ground-turn capability.

4. In flight, which power sources provide AC power and on the ground correspondingly?

- A. Engine-driven generators and the APU in flight; external power on the ground**
- B. External power in flight; engine-driven on the ground
- C. APU in flight; standby battery on the ground
- D. Standby battery in flight; TRU on the ground

AC power on the CRJ-700 is provided by engine-driven generators that run whenever the engines are operating, and by the APU's generator when the APU is running. These sources supply the aircraft with the required 115V AC at 400 Hz for avionics and systems during flight. On the ground, with engines and APU not providing power, external power from a Ground Power Unit (GPU) is used to supply AC power. The standby battery supplies only limited essential DC power, and transformer-rectifier units are used to convert AC to DC for DC bus loads rather than to serve as primary AC power sources. So the combination of engine-driven generators and the APU providing AC in flight, and external power on the ground, is the correct pairing.

5. Dual or single loop fire and overheat detection is provided for the following five areas: engine, APU, jet pipe and pylon, and MLG.

- A. True**
- B. False
- C. Only engine and APU
- D. Not specified

This question is about how fire and overheat detection coverage is arranged on the CRJ-700. Each of the five zones—the engine area, the APU, the jet pipe and pylon, and the MLG wheel well—is monitored by dedicated fire/overheat detectors. The system uses either dual redundant loops or a single loop in each zone, providing detection capability with redundancy where required. Because all five zones have active detection coverage, the statement is true.

6. When the Before Start checklist calls for Hydraulic Pumps AUTO/ON, which pump(s) are AUTO and which to ON?

- A. AUTO: 1A, 2A, 3A; ON: 3B
- B. AUTO: 1B, 2B, 3B; ON: 3A**
- C. AUTO: 1B, 2A, 3B; ON: 3A
- D. AUTO: 1A, 2B, 3B; ON: 1B

Hydraulic pump switches work with AUTO meaning the pump is controlled by the hydraulic system logic and will start automatically as pressure is needed, while ON means the pump runs continuously regardless of demand. For the Before Start step, the configuration is to set the B pumps to AUTO and to manually set the 3A pump to ON. This guarantees immediate hydraulic pressure for the engine 3 start by keeping 3A energized, while the B pumps will come online automatically to support other hydraulic loads as soon as pressure is required. The other A pumps aren't needed to be ON at this stage, so they're not selected in this step.

7. What is the primary function of the pneumatic starting system on the CRJ-700?

- A. Uses electrical power to start the engine.
- B. Uses bleed air from engines or APU to start the engines.**
- C. Uses ram air to start.
- D. Uses hydraulic power to start.

The starting system uses pressurized bleed air to power an air turbine starter that spins the engine up to the speed where ignition can occur. Bleed air is taken from either the engines or the APU, and when you initiate start, that air drives the starter to rotate the engine. This pneumatic energy source is used specifically to turn the engine, not electricity, ram air, or hydraulics. So the primary function is to provide compressed air to drive the air starter and start the engine.

8. What is the output of IDG and ADG?

- A. IDG: 50 Hz, 115 V, 3-phase AC, 20 KVA
- B. IDG: 400 Hz, 115 V, 3-phase AC, 40 KVA; ADG: 400 Hz, 115 V, 3-phase AC, 15 KVA**
- C. IDG: 400 Hz, 115 V, DC, 40 KVA
- D. IDG: 400 Hz, 115 V, 3-phase AC, 60 KVA

In aircraft electrical systems, the main and auxiliary generators both produce 400 Hz alternating current at 115 V, three-phase. The IDG, as the primary source during normal operations, is rated at 40 kVA to handle the loads on the essential and nonessential buses. The ADG, activated only in an in-flight or ground emergency, provides a smaller, emergency-capable 15 kVA to keep critical systems powered when the primary generators aren't available. The other options mix in an incorrect frequency (50 or 60 Hz), a DC output for the main generator, or incorrect kVA ratings, which don't match how the CRJ-700's electrical system is designed.

9. How does the CRJ-700 handle high-altitude cabin pressurization changes?

- A. Manual bleed valve adjustment only
- B. Cabin pressure remains constant
- C. External air pressure controls
- D. Automatic cabin pressure controller that modulates the outflow valve and bleed air flow to maintain target cabin pressure**

Automatic control of cabin pressurization balances bleed air supply and venting to hold the cabin at the target pressure. In the CRJ-700, an automatic cabin pressure controller continuously monitors the cabin pressure and altitude and compares them to the selected setpoint. It then drives two elements: the bleed air supply from the engines and the outflow valve that vents air overboard. By increasing or decreasing bleed air flow and adjusting the outflow valve opening, the system maintains the desired cabin pressure and keeps the differential pressure within safe limits, even as the aircraft climbs or descends. This automatic, coordinated control provides smooth, consistent pressurization at high altitude without manual intervention.

10. During an abnormal situation, which cockpit automation assists with stabilization and fault isolation?

- A. Manual control is required for all abnormal situations.
- B. Stabilization, fault isolation assistance, and possible autopilot engagement if supported.**
- C. Auto-landing is engaged.
- D. Oxygen masks deploy automatically.

In an abnormal situation, cockpit automation is designed to help keep the airplane stable and to aid in identifying what went wrong. The stabilization function through the flight guidance system or autopilot can hold attitude, flight path, and other parameters, reducing pilot workload while you assess the abnormal condition. Along with that, automation and related fault-detection logic assist with fault isolation by monitoring systems, surfacing relevant fault indications, and guiding procedures to determine which system is at fault or out of limits. If the scenario allows, autopilot engagement can be maintained or re-established to keep the aircraft steady while the crew concentrates on diagnosing and rectifying the issue. Manual control isn't required in every abnormal event because automation can provide timely stabilization and reduce workload. Auto-landing isn't a general response to abnormal conditions, and oxygen mask deployment is a separate life-support system, not part of cockpit stabilization or fault isolation.

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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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