GOJET AIRLINES CRJ-550 PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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.

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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!

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Questions

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1. **N2 Sync can be activated within what percent?**

   A. 1.0%

   B. 1.5%

   C. 2.0%

   D. 2.5%

2. **Igniter B is powered by which power source?**

   A. Aircraft battery and an inverter

   B. AC Essential Bus

   C. IDG

   D. FADEC

3. **Which fuel mnemonic includes Burn, Alternate, Reserve, Holding, and Add (Ballast)?**

   A. BARHA

   B. BARAH

   C. BARHAE

   D. BARHAA

4. **What is the Minimum Operating Empty Weight (CRJ-700)?**

   A. 39,835 LBS

   B. 75,000 LBS

   C. 67,000 LBS

   D. 39,000 LBS

5. **Which pairing correctly matches a position with its average weight?**

   A. Flight Attendant — 223 pounds

   B. Flight Attendant — 238 pounds

   C. Pilot — 223 pounds

   D. Pilot — 260 pounds

6. **Standard IFR Takeoff Minimum, Part 121, for the CRJ-550?**

   A. 1 SM

   B. 1 SM or 5000 RVR

   C. 5000 RVR

   D. 0 SM

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7. What does an illuminated FAIL light on the AUTO XFER switchlight indicate?

A. AUTO XFER was inhibited due to a fault on AC Bus 1 or 2

B. AUTO XFER is operating normally

C. Auto transfer is in the standby mode

D. A fault on the DC bus

8. What items are on the DC utility bus?

A. Passenger Service Units (PSU) reading lights

B. Emergency exit signs

C. Oxygen masks

D. Flight data recorders

9. The use of the EMERG DEPRESS switch above which altitude is prohibited?

A. 15,000 Feet

B. 7,000 Feet

C. 20,000 Feet

D. 25,000 Feet

10. The windshield wiper must not be operated above what speed?

A. 250 Knots

B. 230 Knots

C. 270 Knots

D. 260 Knots

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Answers

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

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Explanations

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1. N2 Sync can be activated within what percent?

A. 1.0%

B. 1.5%

C. 2.0%

D. 2.5%

N2 Sync is about keeping the two engine high pressure spools running at the same speed. When you activate it, the engine control automatically trims the engines so their N2 readings come into close agreement, reducing differences that can cause asymmetric thrust, yaw, or vibration. For the CRJ 550's engine system, the synchronization is designed to work and be maintained when the N2 difference between the engines is within about 2.5 percent. That means once the two N2 speeds are within roughly two and a half percent of each other, the system can hold them in that aligned state, improving smoothness and stability. That's why 2.5 percent is the correct specification. Tighter tolerances would be harder to guarantee in routine operations, and a looser tolerance isn't the intended activation criterion.

2. Igniter B is powered by which power source?

A. Aircraft battery and an inverter

B. AC Essential Bus

C. IDG

D. FADEC

Ignition B is powered from a battery-backed source that provides the AC power the igniter needs. The aircraft battery supplies DC, and an inverter converts that DC into the AC voltage required by the spark plug igniters. This setup ensures Ignition B can function during start or when engine-driven generators aren't yet available. The AC Essential Bus would come from generators and isn't the guaranteed source during start, and the IDG or FADEC aren't power sources for the igniter circuit.

3. Which fuel mnemonic includes Burn, Alternate, Reserve, Holding, and Add (Ballast)?

A. BARHA

B. BARAH

C. BARHAE

D. BARHAA

The idea being tested is how pilots memorize the fuel planning priorities. The correct mnemonic spells out the five items in order: Burn, Alternate, Reserve, Holding, Add (Ballast). That sequence corresponds to BARHA, so the option that forms BARHA is the best fit. It directly encodes Burn (fuel needed to be burned), Alternate (fuel to reach an alternate airport), Reserve (minimum reserve fuel), Holding (fuel for possible holding patterns), and Add (Ballast) as a reminder to account for ballast changes. The other options introduce a wrong letter or reorder or omit one of these words, so they don't match the intended five components.

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4. What is the Minimum Operating Empty Weight (CRJ-700)?

A. 39,835 LBS

B. 75,000 LBS

C. 67,000 LBS

D. 39,000 LBS

Minimum operating empty weight is the weight of the aircraft with all standard equipment and crew on board, but without payload or usable fuel. It's a fixed figure used to determine how much payload and fuel you can carry within the maximum takeoff weight. For the CRJ-700, this fixed value is 39,835 pounds. This is why that option is the best choice—the number represents the airplane's weight with the necessary onboard items, not counting payload or usable fuel. The maximum takeoff weight for this aircraft is about 75,000 pounds, so the minimum operating empty weight sits well below that, and the other numbers don't match the official MOWE specification.

5. Which pairing correctly matches a position with its average weight?

A. Flight Attendant — 223 pounds

B. Flight Attendant — 238 pounds

C. Pilot — 223 pounds

D. Pilot — 260 pounds

In weight and balance calculations, each crew position is assigned a standard average weight to estimate how much mass is on board and where the center of gravity will be. For this scenario, the standard data specify a flight attendant weighing 223 pounds and a pilot weighing 260 pounds. Therefore, pairing a flight attendant with 223 pounds matches the established crew weight data used in the calculations, making it the correct match. The other pairings don't align with those standard values—putting a flight attendant at 238 pounds or a pilot at 223 pounds would not reflect the accepted crew weight table and would lead to incorrect weight and balance results.

6. Standard IFR Takeoff Minimum, Part 121, for the CRJ-550?

A. 1 SM

B. 1 SM or 5000 RVR

C. 5000 RVR

D. 0 SM

In Part 121 operations, the standard IFR takeoff minimum is the visibility required to start and continue a safe takeoff. For the CRJ-550, the typical standard takes the form of either 1 statute mile of visibility or 5000 feet of Runway Visual Range (RVR). This means you can meet the minimum with either measure, depending on what is reported for the departure runway. This standard is in place to ensure the crew has enough visual reference and obstacle clearance during the initial roll and climb, even if one measure isn't reported or available. Higher minimums can apply if the airline or the airport publishes nonstandard minima, but the default standard is 1 SM or 5000 RVR.

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7. What does an illuminated FAIL light on the AUTO XFER switchlight indicate?

A. AUTO XFER was inhibited due to a fault on AC Bus 1 or 2

B. AUTO XFER is operating normally

C. Auto transfer is in the standby mode

D. A fault on the DC bus

An illuminated FAIL on the AUTO XFER light means automatic transfer of the AC buses has been inhibited due to a fault on one of the AC buses. The Auto Transfer system normally watches AC Bus 1 and AC Bus 2 and will automatically reconfigure power if one bus drops out. If a fault is detected on either bus, the logic stops automatic transfer to prevent unsafe or unexpected switching, and the FAIL indicator lights to warn the crew. With this light on, auto transfer isn't operating normally, so you would verify the affected AC bus status and follow the procedures to address the fault, potentially using manual transfer if required. This condition is not normal operation, so the other possibilities (normal operation, standby mode, or a DC bus fault) do not fit.

8. What items are on the DC utility bus?

A. Passenger Service Units (PSU) reading lights

B. Emergency exit signs

C. Oxygen masks

D. Flight data recorders

The DC utility bus powers nonessential cabin equipment used for passenger comfort and convenience. Passenger Service Units' reading lights are fed from this bus, providing individual illumination for passengers without tying into systems that must remain active for safety. Emergency exit signs, oxygen masks, and flight data recorders belong to other power provisions: exit signs and emergency lighting are tied to emergency or essential power circuits to ensure visibility during power loss, oxygen masks operate from the onboard oxygen system rather than electrical power, and flight data recorders use a dedicated or separate power source. So the reading lights in the Passenger Service Units are the items that sit on the DC utility bus.

9. The use of the EMERG DEPRESS switch above which altitude is prohibited?

A. 15,000 Feet

B. 7,000 Feet

C. 20,000 Feet

D. 25,000 Feet

Emergency depressurization is a rapid venting of the cabin to quickly relieve a pressurization issue or to purge smoke. But its use is limited by altitude. In the CRJ-550, you should not activate the EMER DEPRESS switch above 15,000 feet because, at higher altitudes, a sudden loss of cabin pressure can create unsafe conditions for passengers and crew and can overwhelm the oxygen system as you attempt a descent. The normal procedures expect you to descend and manage the cabin with the standard depressurization controls and oxygen supply rather than using the emergency depressurization switch at those altitudes.

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10. The windshield wiper must not be operated above what speed?

A. 250 Knots

B. 230 Knots

C. 270 Knots

D. 260 Knots

Windshield wipers have a maximum operating speed because aerodynamic forces on the blade and arm increase with airspeed. At higher speeds, those forces can cause flutter, misalignment, excessive wear, or even damage to the wiper mechanism or windshield. To protect the system and ensure clear visibility in rain, the limitation is set to 250 knots. Above that, the wipers should not be used, and other rain-removal methods or clean visibility are relied upon.

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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://gojetairlinescrj550.examzify.com

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

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