PSA AIRLINES CANADAIR REGIONAL JET SYSTEMS (PSA-CRJ) PRACTICE EXAM (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. How long can the Taxi lights operate when the aircraft is stationary?

A. 5 minutes

B. 10 minutes

C. 15 minutes

D. Unlimited time

2. What is the maximum altitude at which the aircraft can operate?

A. 39,000 feet

B. 40,000 feet

C. 41,000 feet

D. 42,000 feet

3. What is the regulated discharge pressure for the pressure regulating shut off valves (PRSOV) in the CRJ-700?

A. 30 psi +/-3

B. 40 psi +/-3

C. 45 psi +/-3

D. 50 psi +/-3

4. Which of the following functions does bleed air serve in the CRJ?

A. Cabin pressurization only

B. Wing anti-icing only

C. Air-conditioning only

D. All of the above

5. What is the function of the Lamp Driver Unit (LDU)?

A. Controls the aircraft lighting system

B. Interprets signals and illuminates switch lights

C. Manages the audio alerts

D. Regulates power supply to displays

6. What is the normal operating pressure of the hydraulic systems?

A. 2500 psi +/-200

B. 3000 psi +/-200

C. 3500 psi +/-200

D. 4000 psi +/-200

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7. What condition is needed, alongside switch selection, to activate the Flight Data Recorder?

A. Weight on Wheels Condition

B. Altitude Above 10,000 Feet

C. Engine Start Condition

D. Fuel Pressure Above Minimum

8. What happens to the thrust if APR is activated during engine failure on takeoff?

A. Thrust is decreased

B. Thrust remains unchanged

C. Maximum thrust is commanded

D. Thrust is increased to climb

9. During an APU ground start, which message indicates that the APU SOV is open?

A. APU IN BITE

B. APU SOV OPEN

C. DOOR OPEN

D. APU Gauges Active

10. What is the primary purpose of the bleed air valves in the aircraft?

A. Control cabin temperature

B. Regulate fuel flow

C. Manage pneumatic systems

D. Adjust engine thrust settings

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Answers

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

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Explanations

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1. How long can the Taxi lights operate when the aircraft is stationary?

A. 5 minutes

B. 10 minutes

C. 15 minutes

D. Unlimited time

The taxi lights on a Canadair Regional Jet, like those on many aircraft, are designed to enhance visibility while the aircraft is moving on the ground. When the aircraft is stationary, the operation of the taxi lights is limited to prevent overheating and excessive battery drain. In this case, the correct duration for which the taxi lights can operate when the aircraft is stationary is 10 minutes. This limitation allows pilots to use the lights for brief periods without risking potential damage or impact on the aircraft's electrical systems. Maintaining a 10-minute operational window helps ensure the longevity and reliability of the lighting systems while providing the necessary visual cues in situations where the aircraft is not in motion.

2. What is the maximum altitude at which the aircraft can operate?

A. 39,000 feet

B. 40,000 feet

C. 41,000 feet

D. 42,000 feet

The maximum altitude at which the Canadair Regional Jet can operate is typically limited to 41,000 feet. This altitude is determined by both aerodynamic performance characteristics and regulatory limitations set forth for commercial aviation. Operating at 41,000 feet allows for efficient fuel consumption and optimal climb rates while providing ample separation from weather phenomena that are more prevalent at lower altitudes. This operating ceiling is also designed to accommodate typical pressurization requirements, ensuring passenger comfort and safety throughout the flight. Understanding the limitations of aircraft altitudes is crucial for maintaining operational safety and ensuring compliance with air traffic control and aviation regulations. Flying above this specified ceiling may violate these regulations and compromise aircraft performance.

3. What is the regulated discharge pressure for the pressure regulating shut off valves (PRSOV) in the CRJ-700?

A. 30 psi +/-3

B. 40 psi +/-3

C. 45 psi +/-3

D. 50 psi +/-3

The regulated discharge pressure for the pressure regulating shut off valves (PRSOV) in the CRJ-700 is indeed 45 psi +/-3. This specification is crucial for ensuring that the aircraft's pneumatic systems operate within the designed parameters, providing reliable and consistent performance. The PRSOV plays a significant role in controlling the pressure of the air supplied to various systems, including environmental control and engine start. By maintaining the correct pressure, the PRSOV helps prevent over-pressurization, which could lead to system malfunctions or failures. Understanding the correct pressure setpoint ensures that maintenance personnel can accurately assess whether the valves are functioning properly during inspections. This knowledge is fundamental for both operational safety and effective maintenance practices, contributing to the overall reliability of the aircraft's systems.

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4. Which of the following functions does bleed air serve in the CRJ?

A. Cabin pressurization only

B. Wing anti-icing only

C. Air-conditioning only

D. All of the above

Bleed air in the CRJ serves multiple critical functions, and recognizing the comprehensive role of bleed air helps in understanding several operational systems within the aircraft. Cabin pressurization utilizes bleed air to maintain a comfortable environment for passengers and crew at high altitudes. The system ensures that the cabin is pressurized to a safe and livable atmosphere, counteracting the low pressure outside as the aircraft climbs. Additionally, bleed air is essential for wing anti-icing systems. During flight, it is crucial to prevent ice buildup on the wings, which can affect aerodynamic performance and safety. The wing anti-icing system uses bleed air to heat specific areas of the wings, ensuring that ice does not form in critical locations. Bleed air also plays a significant role in air-conditioning systems. It provides the necessary airflow for cooling and regulating the temperature in the cabin, contributing to overall passenger comfort. These functions highlight the versatility of bleed air in the CRJ, confirming that it serves multiple important roles simultaneously. Thus, the correct answer encompasses all of these functions rather than limiting the role of bleed air to just one system.

5. What is the function of the Lamp Driver Unit (LDU)?

A. Controls the aircraft lighting system

B. Interprets signals and illuminates switch lights

C. Manages the audio alerts

D. Regulates power supply to displays

The Lamp Driver Unit (LDU) serves as a crucial component in the aircraft systems by interpreting signals from various onboard systems and subsequently illuminating the appropriate switch lights on the cockpit panel. This function ensures that pilots receive visual cues regarding the status of critical systems, which enhances situational awareness during flight operations. By illuminating switch lights based on specific operational parameters or alerts, the LDU plays a significant role in the overall functionality and safety of the cockpit environment. When exploring other functions, controlling the entire aircraft lighting system involves multiple components and systems, not solely the LDU. While managing audio alerts and regulating power for displays are important tasks within aircraft systems, they fall outside the primary function of the LDU and relate to different units and controls designed for those specific tasks.

6. What is the normal operating pressure of the hydraulic systems?

A. 2500 psi +/-200

B. 3000 psi +/-200

C. 3500 psi +/-200

D. 4000 psi +/-200

The normal operating pressure of the hydraulic systems in the Canadair Regional Jet is indeed 3000 psi, with a tolerance of plus or minus 200 psi. This pressure is critical for the effective operation of various flight systems, such as flight control surfaces, landing gear, and braking systems. Maintaining this pressure within the specified range is essential to ensure the proper functionality and responsiveness of these systems, which are vital for safe flight operations. Understanding hydraulic systems' operating pressures helps ensure that pilots and maintenance personnel can diagnose and address any anomalies effectively. If pressures fall outside this range, it could lead to reduced performance or failure of the hydraulic components linked to flight safety, highlighting the importance of regular checks and maintenance.

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7. What condition is needed, alongside switch selection, to activate the Flight Data Recorder?

A. Weight on Wheels Condition

B. Altitude Above 10,000 Feet

C. Engine Start Condition

D. Fuel Pressure Above Minimum

The condition of "Weight on Wheels" is essential for the operation of the Flight Data Recorder in the PSA Airlines Canadair Regional Jet Systems. This condition indicates that the aircraft is on the ground and ensures that the recorder operates only in the appropriate phases of flight. When the aircraft is in motion or airborne, the Flight Data Recorder will record critical flight information, but it is designed to remain inactive while on the ground to avoid unnecessary data capture that would not contribute to operational safety analysis. This mechanism helps in managing the system's resources effectively while also adhering to regulations regarding the recording of flight data, enhancing safety and record-keeping practices. The importance of the "Weight on Wheels" condition lies in its foundational role in the flight recording system, making it a critical requirement for the activation of the Flight Data Recorder.

8. What happens to the thrust if APR is activated during engine failure on takeoff?

A. Thrust is decreased

B. Thrust remains unchanged

C. Maximum thrust is commanded

D. Thrust is increased to climb

When APR, or Automatic Performance Reserve, is activated during engine failure on takeoff, the system commands maximum thrust from the operating engine. This feature is designed to enhance the aircraft's performance and ensure that adequate thrust is available for a safe climb away from the runway, especially in critical situations like engine failure shortly after takeoff. APR is particularly crucial for regional jets like the Canadair Regional Jet, as it helps maintain control and performance during the takeoff phase when achieving sufficient airspeed and altitude is essential. By providing maximum thrust, the system assists pilots in managing the adverse effects of engine failure, allowing them to maintain a safe climb gradient and manage their flight path effectively until they can stabilize the aircraft or return safely.

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9. During an APU ground start, which message indicates that the APU SOV is open?

A. APU IN BITE

B. APU SOV OPEN

C. DOOR OPEN

D. APU Gauges Active

The message indicating that the APU (Auxiliary Power Unit) SOV (Shutoff Valve) is open is "APU SOV OPEN." This message confirms that the valve, which controls fuel flow to the APU, has been successfully opened, allowing the APU to receive the necessary fuel to start its operation. When observing this message during an APU ground start, it provides assurance to the flight crew that the system is functioning correctly and that the APU is ready to begin its start sequence. It's crucial for operational safety and efficiency, as the APU needs to be operational to supply electrical power and bleed air for engine starting and air conditioning during ground operations. The other options convey important information but are not specifically related to the status of the APU SOV. For instance, "APU IN BITE" refers to the APU's built-in test equipment being active, which does not directly confirm the valve's status. "DOOR OPEN" typically relates to door configurations rather than fuel system components. Similarly, "APU Gauges Active" would indicate that the gauges for monitoring the APU systems are operational but do not specifically confirm the open status of the fuel shutoff valve.

10. What is the primary purpose of the bleed air valves in the aircraft?

A. Control cabin temperature

B. Regulate fuel flow

C. Manage pneumatic systems

D. Adjust engine thrust settings

The primary purpose of the bleed air valves in an aircraft, particularly in systems like those found on the PSA Airlines Canadair Regional Jet, is to manage pneumatic systems. Bleed air is extracted from the aircraft's engines or environmental control systems and is crucial for various pneumatic applications. This includes starting the engines, activating the air conditioning systems, and powering de-icing mechanisms. The management of bleed air is critical for maintaining the proper functioning of these systems. The bleed air valves control the flow of this compressed air and ensure that the correct amount is available when needed for these operations. In contrast, while controlling cabin temperature and regulating fuel flow are important functions onboard an aircraft, these processes rely on different systems and mechanisms. Engine thrust adjustments are generally handled by the engine control systems rather than bleed air management. Therefore, understanding the role of bleed air valves helps clarify how various systems within the aircraft are interrelated and contributes to overall operational efficiency and safety.

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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://psa-airlinescanadairregionaljetsystems.examzify.com

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

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