SKYWEST CRJ COCKPIT QUALIFICATION (CQ) 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. What is the purpose of performing pre-flight checks?

A. To ensure the comfort of passengers

B. To confirm that all systems are functioning properly

C. To review weather conditions

D. To evaluate cabin crew readiness

2. What action should be taken immediately after initiating a go-around in the CRJ?

A. Retreat to initial approach altitude

B. Transfer control back to the first officer

C. Engage full power and climb

D. Stabilize speed before climbing

3. What is the maximum allowed fuel imbalance before a caution message appears on the EICAS?

A. 750 lbs

B. 800 lbs

C. 794 lbs

D. 850 lbs

4. What is the maximum allowable altitude for the CRJ-900?

A. 35,000 feet

B. 39,000 feet

C. 41,000 feet

D. 43,000 feet

5. Describe the main type of communication system used in the cockpit.

A. Satellite communication systems

B. VHF radios for voice communication with air traffic control

C. Cellular phones for direct contact

D. Internet-based communication tools

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6. What is the function of the FADEC system in the CRJ?

A. To manage cabin air pressure

B. To control engine performance and ensure efficient operation

C. To regulate fuel efficiency during flight

D. To monitor flight instrumentation

7. Is a maintenance write-up required if the EFB securing device is broken?

A. Yes, it is an aircraft component

B. No, it should not be written up

C. Yes, it must be replaced immediately

D. No, but it should be noted in the logbook

8. Which system alerts the crew about system statuses in the cockpit?

A. Integrated Flight Control System (IFCS)

B. Centralized Fault Display System (CFDS)

C. Engine Indication and Crew Alerting System (EICAS)

D. Flight Management System (FMS)

9. What is the primary power source for the CRJ's electrical systems?

A. Battery packs

B. Ground power units

C. Engine-driven generators

D. Solar panels

10. What is a key characteristic of CRJ handling qualities during low-speed flight?

A. Increased control effectiveness

B. Reduced control effectiveness and stall margins

C. Enhanced stability and maneuverability

D. Increased stall margins with speed

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Answers

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

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Explanations

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1. What is the purpose of performing pre-flight checks?

A. To ensure the comfort of passengers

B. To confirm that all systems are functioning properly

C. To review weather conditions

D. To evaluate cabin crew readiness

Performing pre-flight checks is crucial for confirming that all systems are functioning properly. This process involves thorough inspection and verification of various aircraft systems to ensure their operational readiness. It encompasses checks of critical systems such as avionics, flight controls, engines, and safety equipment. By ensuring that everything is in working order before takeoff, the pilots are able to identify and address any potential issues that could affect the safety and performance of the flight. This contributes to overall safety for the passengers and crew, aligning with the professional responsibility of the pilots to conduct a safe operation. While aspects like passenger comfort, weather conditions, and cabin crew readiness are important, the primary and most critical focus during pre-flight checks is the operational integrity of the aircraft itself.

2. What action should be taken immediately after initiating a go-around in the CRJ?

A. Retreat to initial approach altitude

B. Transfer control back to the first officer

C. Engage full power and climb

D. Stabilize speed before climbing

The most appropriate action to take immediately after initiating a go-around in the CRJ is to engage full power and climb. This action is critical because during a go-around, the aircraft must quickly and efficiently gain altitude to ensure safety and create separation from the runway and any obstacles. Full power is necessary to achieve a positive rate of climb, which is imperative for avoiding a potential mishap if the go-around was initiated due to an unexpected scenario, such as an unstable approach or a conflict on the runway. Engaging power fully allows the aircraft to accelerate and achieve the climb performance necessary while the pilots reconfigure for the climb phase. Properly executing this step sets up the flight for a successful transition to the next phase of flight, typically re-entering the traffic pattern or proceeding to a new approach. In this context, the other options do not address the immediate requirement of gaining altitude effectively in a go-around scenario. While establishing a retreat to the initial approach altitude or stabilizing speed might be important in other phases of flight, they are not the first priority after a go-around is initiated. Transferring control back to the first officer could also be relevant, but the first action must be to ensure the aircraft is in a safe handling configuration with sufficient climb

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3. What is the maximum allowed fuel imbalance before a caution message appears on the EICAS?

A. 750 lbs

B. 800 lbs

C. 794 lbs

D. 850 lbs

The maximum allowed fuel imbalance that triggers a caution message on the EICAS (Engine Indication and Crew Alerting System) is set at 794 pounds. This parameter is critical for maintaining aircraft stability and performance, as an imbalance can affect the aircraft's center of gravity during flight. When this imbalance reaches or exceeds 794 pounds, the system generates a caution alert to inform the flight crew, prompting them to take necessary actions to address the fuel distribution before it impacts safety or performance. When interpreting such limits, it's important to recognize that operational procedures are designed to ensure safe handling of flight dynamics and that exceeding specified thresholds can lead to undesirable flight conditions. This understanding emphasizes the importance of monitoring fuel management throughout the flight to adhere to safety protocols effectively.

4. What is the maximum allowable altitude for the CRJ-900?

A. 35,000 feet

B. 39,000 feet

C. 41,000 feet

D. 43,000 feet

The maximum allowable altitude for the CRJ-900 is 41,000 feet. This altitude is determined by the aircraft's design specifications and performance capabilities. The CRJ-900 is equipped with systems and engines that are optimized to operate effectively and safely at this maximum altitude, providing enough cabin pressure and engine performance. Operating at this altitude also allows the aircraft to take advantage of stronger jet streams for fuel efficiency, which can be a significant factor in optimizing fuel consumption during flights. Additionally, maintaining operations within certified altitude limits ensures compliance with aviation regulations and safety standards, which are critical for safe and efficient air travel. The other altitude choices exceed what the CRJ-900 is designed to handle operationally, and typically, aircraft are certified for specific maximum altitudes based on structural integrity, capabilities, and the overall safety of flight operations.

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5. Describe the main type of communication system used in the cockpit.

A. Satellite communication systems

B. VHF radios for voice communication with air traffic control

C. Cellular phones for direct contact

D. Internet-based communication tools

The primary communication system used in the cockpit is VHF radios for voice communication with air traffic control. VHF (Very High Frequency) radios are the standard method for pilots to communicate with ATC (Air Traffic Control), as they operate on frequencies specifically allocated for aviation use. This system allows for real-time, clear communication crucial for safe operations during all flight phases, including takeoff, landing, and in-flight navigation. VHF radios provide reliable coverage within the line of sight, which is essential for maintaining effective communication as they work best over shorter distances compared to other systems. In addition, they support both voice and data communications, ensuring that pilots can relay important information to ATC and receive instructions for safe operation. Using VHF radios fulfills regulatory requirements and is designed to work effectively in the dynamic environments of airports and airspace, making it the cornerstone of operational communication in aviation. Other options, such as satellite communication systems and internet-based tools, may supplement communications or be used in specific circumstances but do not serve as the primary method in the cockpit for routine ATC interactions. Cellular phones, while useful for external communications, are not typically used for ATC communications due to regulatory limitations and potential interferences with aircraft systems.

6. What is the function of the FADEC system in the CRJ?

A. To manage cabin air pressure

B. To control engine performance and ensure efficient operation

C. To regulate fuel efficiency during flight

D. To monitor flight instrumentation

The FADEC, or Full Authority Digital Engine Control, system in the CRJ is primarily responsible for controlling engine performance and ensuring efficient operation. This system automates many aspects of engine control, allowing for precise management of various parameters such as thrust, fuel flow, and engine speed. By continuously monitoring these parameters, the FADEC optimizes performance in real-time, ensuring that the engines operate within safe and efficient limits. Additionally, the FADEC system enhances the reliability of engine operation by reducing pilot workload, as it takes over many of the functions that would otherwise require manual control. This results in improved fuel efficiency, reduced emissions, and overall better engine performance. The unique capability of FADEC to adapt to changing flight conditions and provide optimal engine management is critical for modern jet operations like those in the CRJ, where efficiency and safety are paramount.

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7. Is a maintenance write-up required if the EFB securing device is broken?

A. Yes, it is an aircraft component

B. No, it should not be written up

C. Yes, it must be replaced immediately

D. No, but it should be noted in the logbook

The correct choice indicates that a maintenance write-up is not required if the EFB securing device is broken. This situation is based on operational protocols regarding the nature of the device itself and its classification in terms of aircraft maintenance requirements. In the context of the EFB (Electronic Flight Bag), the securing device is often not classified as a critical aircraft component that would necessitate an official maintenance write-up. Instead, it is considered an accessory that, while important for holding the EFB securely, does not affect the aircraft's airworthiness directly. It is typically expected that pilots will note such issues for awareness, but not all damages to non-critical components require immediate formal documentation in the maintenance logs. In addition, the context and operational procedures dictate that items considered non-essential to flight safety can often be addressed in ways other than formal maintenance write-ups, allowing for operational flexibility while ensuring that critical safety items are prioritized.

8. Which system alerts the crew about system statuses in the cockpit?

A. Integrated Flight Control System (IFCS)

B. Centralized Fault Display System (CFDS)

C. Engine Indication and Crew Alerting System (EICAS)

D. Flight Management System (FMS)

The Engine Indication and Crew Alerting System (EICAS) is designed specifically to provide the flight crew with essential information regarding the status of various aircraft systems. It alerts the crew about system anomalies, malfunctions, and operational statuses through visual and auditory signals, which are crucial during flight operations. EICAS displays various alerts and warnings, ensuring that pilots are promptly informed of any issues that may need attention, thereby enhancing situational awareness and safety. This system also integrates information from multiple aircraft systems and provides immediate indications of engine performance, environmental controls, and operational parameters, enabling the crew to make informed decisions quickly. By focusing on alerting the crew to system statuses, EICAS plays a critical role in managing aircraft performance and safety during flight.

9. What is the primary power source for the CRJ's electrical systems?

A. Battery packs

B. Ground power units

C. Engine-driven generators

D. Solar panels

The primary power source for the CRJ's electrical systems is engine-driven generators. These generators are essential components that convert the mechanical energy produced by the aircraft's engines into electrical energy, which powers various systems and equipment on board. During flight, when the engines are operating, the engine-driven generators provide a continuous supply of electrical power, ensuring that critical systems such as avionics, lighting, and flight controls function properly. This reliance on engine-driven generators is standard in modern jet aircraft, as they are designed to produce sufficient power for all operational needs. While battery packs and ground power units are useful for providing electrical power before engine start or during ground operations, they are not the primary source during normal flight operations. Solar panels are not utilized in the CRJ design for power generation. Therefore, the role of engine-driven generators as the main power source is crucial for the safe and efficient operation of the CRJ's electrical systems.

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10. What is a key characteristic of CRJ handling qualities during low-speed flight?

A. Increased control effectiveness

B. Reduced control effectiveness and stall margins

C. Enhanced stability and maneuverability

D. Increased stall margins with speed

A key characteristic of CRJ handling qualities during low-speed flight is the reduced control effectiveness and stall margins. As the aircraft slows down, particularly near its stall speed, pilots may find that control inputs have less effect on the aircraft's response. This diminished control effectiveness requires increased attention to maintain flight control, especially when maneuvering. The reduced stall margins refer to the shrinking buffer between the aircraft's operating speed and its stall speed, which can lead to a higher risk of stalling if not adequately managed. Understanding this aspect is critical for pilots to ensure safety during low-speed operations, particularly during phases such as approach and landing, where precision and control are essential.

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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:

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

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