

Aircraft Ground Group CRJ Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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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 signal indicates it is okay to open the MCD after arrival at the gate?**
 - A. One low chime, exit light illuminated**
 - B. One hi chime, seat belt sign extinguished**
 - C. Two hi chimes, cabin secure sign on**
 - D. One low chime, cabin ready sign off**

- 2. What is the main advantage of having a curtain at the main cabin door in CRJ aircraft?**
 - A. Enhances safety during takeoff**
 - B. Improves passenger privacy**
 - C. Controls cabin temperature**
 - D. Separates classes of service**

- 3. Where is the fire containment bag located on the CRJ 550?**
 - A. Underneath the last row B/CL**
 - B. Underneath the last row A/CL**
 - C. Near the front galley**
 - D. In the overhead bin**

- 4. How many minutes prior to departure is the flight attendant required to be on board the aircraft?**
 - A. 25 minutes**
 - B. 30 minutes**
 - C. 35 minutes**
 - D. 40 minutes**

- 5. If the PA system is found to be inoperative during your pre-flight, what should you do?**
 - A. Handle it yourself**
 - B. Notify the PIC**
 - C. Wait for further instructions**
 - D. Ignore it**

- 6. What button would the FWD flight attendant press to communicate with the AFT flight attendant on the CRJ 700?**
- A. PA button**
 - B. CALL button**
 - C. ATT button**
 - D. SHIFT button**
- 7. How long do the emergency lights last on the CRJ 550?**
- A. 10 minutes**
 - B. 15 minutes**
 - C. 20 minutes**
 - D. 30 minutes**
- 8. What is the location of the assigned duty station for the AFT FA on the CRJ 700?**
- A. In the galley area**
 - B. At the exit row**
 - C. In front of the lavatory door**
 - D. Crew rest area**
- 9. In an emergency, what should be assessed before opening the exit of the aircraft?**
- A. Inside conditions**
 - B. Weather conditions**
 - C. Time of day**
 - D. Outside conditions**
- 10. Where is the communication system located on the CRJ 550?**
- A. Middle FA panel**
 - B. FWD FA panel and AFT FA/COJ panel**
 - C. Back galley area**
 - D. Cabin crew area**

Answers

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

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Explanations

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1. What signal indicates it is okay to open the MCD after arrival at the gate?

- A. One low chime, exit light illuminated**
- B. One hi chime, seat belt sign extinguished**
- C. Two hi chimes, cabin secure sign on**
- D. One low chime, cabin ready sign off**

The signal that indicates it is acceptable to open the Main Cabin Door (MCD) after arrival at the gate is the one hi chime along with the extinguished seat belt sign. The hi chime serves as a notification to the cabin crew that the aircraft has safely arrived at the destination and that it is now safe for passengers to begin disembarking. The extinguishing of the seat belt sign signals that the crew can start preparing the cabin for passenger unloading. This combination clearly communicates that the necessary safety protocols are in place, ensuring that the cabin is ready for an orderly and safe exit for passengers. Other options do not meet the criteria for indicating readiness to open the MCD; they either signify different operational states or are related to other safety measures that do not directly correlate with the opening of the door.

2. What is the main advantage of having a curtain at the main cabin door in CRJ aircraft?

- A. Enhances safety during takeoff**
- B. Improves passenger privacy**
- C. Controls cabin temperature**
- D. Separates classes of service**

Having a curtain at the main cabin door in CRJ aircraft primarily enhances passenger privacy. This feature creates a physical barrier that helps to minimize the visibility of the cabin interior from the outside, allowing passengers to feel more secure and comfortable during their flight. By blocking the view of the main cabin, it provides a sense of seclusion, which is especially beneficial during boarding, deplaning, or when passengers are settling in. While it's true that the other options address various aspects of cabin management, they are not the primary function of the curtain. For instance, safety during takeoff is more closely related to structural features and procedures than to a curtain. Temperature control is typically managed through the aircraft's environmental control system rather than a curtain. Separating classes of service is a relevant consideration as well, but the curtain's primary aim is to enhance privacy rather than divide service levels. Thus, the curtain serves primarily to improve the overall passenger experience by fostering a more private environment.

3. Where is the fire containment bag located on the CRJ 550?

- A. Underneath the last row B/CL
- B. Underneath the last row A/CL**
- C. Near the front galley
- D. In the overhead bin

The fire containment bag is located underneath the last row A/CL in the CRJ 550. This location is specifically chosen to ensure quick access in the event of an onboard fire related to lithium batteries and other materials that may be at risk. The accessibility of the fire containment bag is crucial for crew members to effectively manage a potential fire incident, allowing them to respond promptly. In context to other choices, locating the bag under the last row B/CL, near the front galley, or in the overhead bin would not provide the same level of accessibility or strategic advantage for immediate action during an unresolved emergency situation. Each of these alternative locations could potentially hinder the speed and efficiency with which crew members can deploy the fire containment bag when needed.

4. How many minutes prior to departure is the flight attendant required to be on board the aircraft?

- A. 25 minutes
- B. 30 minutes
- C. 35 minutes**
- D. 40 minutes

The requirement for flight attendants to be on board the aircraft prior to departure is designed to ensure that they are present to perform necessary pre-flight duties. This includes conducting safety checks, preparing the cabin for passengers, completing a safety briefing, and familiarizing themselves with any specific procedures or instructions for the flight. Being on board 35 minutes before departure ensures that the flight attendants have adequate time to manage these responsibilities effectively, as well as to respond to any last-minute issues that may arise. This timeframe allows for a comprehensive check of the cabin, securing the service equipment, and allowing any communication with the flight crew to ensure a safe and organized boarding process. The other options do not meet the time requirement specified for flight attendants, as they would either shorten the preparatory period and potentially compromise safety protocols or lead to a rushed environment for both the crew and the passengers.

5. If the PA system is found to be inoperative during your pre-flight, what should you do?

- A. Handle it yourself**
- B. Notify the PIC**
- C. Wait for further instructions**
- D. Ignore it**

Notifying the Pilot in Command (PIC) is the appropriate course of action if the PA (public address) system is found to be inoperative during the pre-flight check. The PIC is responsible for the overall safety and operation of the flight, and any malfunction of critical systems like the PA can affect passenger communication and safety protocols. By bringing this issue to the attention of the PIC, further action can be determined, which may include repairs, adjustments, or alternative communication methods prior to departure. This approach fosters a culture of communication and safety, ensuring that all relevant issues are addressed by those in charge. Since the PA system is an important tool for safety announcements and instructions to the passengers and crew, failing to report its inoperability could lead to significant problems during the flight, especially in emergency situations. By notifying the PIC, you ensure that the situation is evaluated and handled appropriately, maintaining safety standards.

6. What button would the FWD flight attendant press to communicate with the AFT flight attendant on the CRJ 700?

- A. PA button**
- B. CALL button**
- C. ATT button**
- D. SHIFT button**

The FWD flight attendant would press the ATT button to communicate with the AFT flight attendant on the CRJ 700. This button is specifically designed for intercom communication between flight attendants. When the FWD flight attendant presses the ATT button, it sends a direct call to the AFT flight attendant's station, allowing for immediate and clear communication. This is crucial during in-flight operations where quick communication is necessary for coordination regarding passenger needs, safety concerns, or other critical situations. The function of the ATT button provides a reliable means of ensuring that both flight attendants can stay connected without broadcasting their communication to the cockpit or other areas. The other buttons listed, such as the PA button and CALL button, serve different purposes. The PA button is used for public address announcements to all passengers, while the CALL button typically initiates a general request for attention rather than a direct line of communication like the ATT button does. The SHIFT button is not relevant in this context, as it pertains to different system functions. Thus, the ATT button is the appropriate choice for direct communication between the flight attendants.

7. How long do the emergency lights last on the CRJ 550?

- A. 10 minutes**
- B. 15 minutes**
- C. 20 minutes**
- D. 30 minutes**

The emergency lights on the CRJ 550 are designed to last for a duration of 20 minutes. This duration is sufficient to provide illumination for the cabin and the emergency exits in the event of a power loss, ensuring that passengers and crew can evacuate safely. The 20-minute timeframe strikes a balance between providing adequate time for an emergency response while also considering the weight and power consumption of the emergency lighting system. This design reflects regulatory requirements and safety considerations, as it allows for an effective evacuation process under various emergency scenarios. Understanding the function and duration of emergency systems such as lights is crucial for both safety and operational preparedness on the aircraft.

8. What is the location of the assigned duty station for the AFT FA on the CRJ 700?

- A. In the galley area**
- B. At the exit row**
- C. In front of the lavatory door**
- D. Crew rest area**

The assigned duty station for the AFT Flight Attendant (FA) on the CRJ 700 is located in front of the lavatory door. This position is strategically important as it allows the flight attendant to monitor passenger movement and ensure safety, especially during critical times such as boarding, deplaning, and any emergency situations. Being stationed at this location enables the flight attendant to quickly respond to passenger needs while also being the first line of communication with the cockpit during any emergencies that may arise. The galley area, while an important part of the cabin for service operations, does not provide the same level of visibility and control over passenger safety as being at the lavatory door. The exit row location, while significant during emergency evacuation procedures, does not typically serve as the designated station for the AFT FA. The crew rest area is reserved for the use of flight crew members to rest during long flights and is not an active duty station for the AFT FA. Thus, the position in front of the lavatory door represents the most effective location for the AFT Flight Attendant's responsibilities.

9. In an emergency, what should be assessed before opening the exit of the aircraft?

- A. Inside conditions**
- B. Weather conditions**
- C. Time of day**
- D. Outside conditions**

Before opening an aircraft exit in an emergency situation, it is crucial to assess the outside conditions. This assessment includes evaluating for potential hazards or dangers such as fire, smoke, or debris that may pose risks to passengers and crew when they exit the aircraft. Additionally, there may be situations where the ground is unstable or there are obstacles (like other aircraft or vehicles) that could harm evacuees. Understanding the outside environment allows for safer decision-making; it helps ensure that opening the exit does not inadvertently expose individuals to immediate danger. Other factors, such as inside conditions, while important for the overall assessment of the situation, primarily impact evacuation procedures once the exit is opened. Weather conditions and time of day may also play a role in the overall operational context but are secondary to directly ensuring safety outside the aircraft upon exit.

10. Where is the communication system located on the CRJ 550?

- A. Middle FA panel**
- B. FWD FA panel and AFT FA/COJ panel**
- C. Back galley area**
- D. Cabin crew area**

The communication system on the CRJ 550 is located at both the Forward Flight Attendant (FA) panel and the Aft FA/Cockpit Jumpseat (COJ) panel. This placement allows the flight attendants to maintain effective communication with the flight deck, ensuring they can relay important messages and information as necessary throughout the flight. Having the communication system at the forward and aft panels provides functional redundancy and enhances safety by facilitating immediate communication between crew members and with the cockpit. It allows for better coordination during various phases of flight and ensures that crew members are fully aware of any instructions or alerts from the flight deck. The other locations mentioned do not serve this critical function; for example, the middle FA panel, back galley area, and cabin crew area do not provide the necessary direct line of communication needed for operational safety and efficiency within the aircraft's environment.

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://aircraftgroundgroupcrj.examzify.com>

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

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