Endeavor Air CRJ 900 Limitations 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. Don’t worry about getting everything right, 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, and take breaks to retain information better.

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.

7. Use Other Tools

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

1. What is the maximum speed for CRJ 700 with flaps set to 30 degrees?

A. 175 KIAS

B. 185 KIAS

C. 195 KIAS

D. 205 KIAS

2. What should be done if both cowl anti-ice and continuous ignition are required at the same time?

A. Select continuous ignition before cowl anti-ice

B. Select cowl anti-ice prior to continuous ignition

C. Turn them both on at the same time

D. Neither is necessary

3. When can the flex thrust procedure be used on wet runways?

A. Always, no conditions

B. With wet runway performance data

C. Only when wind conditions are favorable

D. When anti-icing systems are off

4. Which weight is referred to as Maximum Landing Weight (MLW) for the CRJ900LR?

A. 75,000 Lbs.

B. 75,250 Lbs.

C. 84,500 Lbs.

D. 75,100 Lbs.

5. How many starts or start attempts are permitted for the APU starter motor in one hour?

A. 1

B. 2

C. 3

D. 4

6. Before the first flight of a cold-soaked aircraft at -30C or below, what must be done to the engines?

A. Start the engines immediately

B. Motor for 60 seconds

C. Warm the engines for 2 minutes

D. Perform a full engine shutdown

7. What is the maximum engine start temperature for the CRJ 900?

A. 900°C

B. 700°C

C. 1,000°C

D. 800°C

8. What is the required delay between APU start attempts to allow for starter cooling?

A. 1 minute

B. 2 minutes

C. 3 minutes

D. 4 minutes

9. During landing, when should reverse thrust idle be achieved?

A. 75 KIAS

B. 60 KIAS

C. 50 KIAS

D. 70 KIAS

10. At what ozone concentration level are CRJ operations prohibited above flight level 320?

A. 0.1 Parts per million

B. 0.25 Parts per million

C. 0.5 Parts per million

D. 1 Parts per million

Answers

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

Explanations

1. What is the maximum speed for CRJ 700 with flaps set to 30 degrees?

A. 175 KIAS

B. 185 KIAS

C. 195 KIAS

D. 205 KIAS

The maximum speed for the CRJ 700 with flaps set to 30 degrees is 185 KIAS. This limitation is crucial for maintaining safe operational conditions during approach and landing phases. At 30 degrees of flaps, the aircraft is configured for landing, and exceeding 185 KIAS could lead to issues such as aerodynamic stall, loss of control, or damage to the aircraft due to excessive speeds while in a landing configuration. Adhering to this speed limit ensures that pilots have optimal control of the aircraft during critical phases of flight, helping to ensure safety for crew and passengers.

2. What should be done if both cowl anti-ice and continuous ignition are required at the same time?

A. Select continuous ignition before cowl anti-ice

B. Select cowl anti-ice prior to continuous ignition

C. Turn them both on at the same time

D. Neither is necessary

When operating the CRJ 900, it is important to follow specific procedures when using cowl anti-ice and continuous ignition, especially in conditions where ice formation is possible. Cowl anti-ice is critical for preventing ice accumulation on engine inlets, while continuous ignition is vital for ensuring engine stability during flight in potentially hazardous weather. Selecting cowl anti-ice prior to engaging continuous ignition is the recommended approach. This sequence is vital because cowl anti-ice systems may require additional power and resources, and ensuring they are fully operational before activating continuous ignition allows for optimal engine performance and safety. This order guarantees that the engines are protected against ice, which is particularly crucial during approaches or when encountering icing conditions. This response aligns with operational safety protocols and ensures that systems are activated in a way that maximizes efficiency and readiness, reinforcing effective safety measures during critical phases of flight.

3. When can the flex thrust procedure be used on wet runways?

A. Always, no conditions

B. With wet runway performance data

C. Only when wind conditions are favorable

D. When anti-icing systems are off

The flex thrust procedure can be used on wet runways specifically when there is performance data that indicates it is safe to do so. Wet runway conditions can significantly impact the aircraft's stopping distance and performance characteristics. Utilizing performance data allows pilots to make informed decisions based on actual wet runway performance metrics, which detail how much thrust reduction can be safely utilized without compromising safety during takeoff. The performance data takes into account the specifics of the runway surface, weather conditions, and aircraft weight, ensuring that pilots have the necessary information to evaluate whether deploying flex thrust is a safe option. This procedural alignment minimizes the chances of runway overruns or insufficient takeoff performance during the critical phases of flight. The other choices lack the necessary emphasis on performance data, which serves as a critical threshold for safety in wet runway operations.

4. Which weight is referred to as Maximum Landing Weight (MLW) for the CRJ900LR?

A. 75,000 Lbs.

B. 75,250 Lbs.

C. 84,500 Lbs.

D. 75,100 Lbs.

The Maximum Landing Weight (MLW) for the CRJ900LR is accurately identified as 75,100 lbs. This figure represents the maximum weight at which the aircraft is designed to land safely. Exceeding this weight during landing could compromise the structural integrity of the aircraft and the performance of its landing gear, leading to potential safety hazards. It's crucial for pilots and operational personnel to adhere to this weight limit to ensure safe landings and maintain operational efficiency. Understanding the specific weight limits, such as MLW, is essential in flight planning and operational procedures to enhance safety and compliance with regulatory standards. Other options presented do not reflect the correct MLW for the CRJ900LR, as they exceed the manufacturer's designated limit.

5. How many starts or start attempts are permitted for the APU starter motor in one hour?

A. 1

B. 2

C. 3

D. 4

The correct answer indicates that the APU (Auxiliary Power Unit) starter motor is allowed a maximum of three starts or start attempts within one hour. This limitation is primarily established to prevent overheating and potential damage to the starter motor. The manufacturer's recommendations for the APU's starter motor operation take into account factors like cooling periods between attempts and the overall reliability and longevity of the equipment. After three attempts, the APU starter should be allowed sufficient time to cool down before any further attempts are made, which ensures that the components within the starter do not sustain excessive wear or heat-related damage. Understanding this limitation is crucial for operating the aircraft safely and effectively, especially when dealing with on-ground operations where the APU is frequently used for power and air conditioning. Pilots and maintenance crews must adhere to these guidelines to ensure the APU remains functional and to reduce the risk of in-flight or ground operational issues.

6. Before the first flight of a cold-soaked aircraft at -30C or below, what must be done to the engines?

A. Start the engines immediately

B. Motor for 60 seconds

C. Warm the engines for 2 minutes

D. Perform a full engine shutdown

The requirement to motor the engines for 60 seconds before the first flight of a cold-soaked aircraft at temperatures of -30 degrees Celsius or below is important for ensuring the engines operate safely and efficiently. Cold-soaking can result in oil thickening and fuel system issues, which can impede engine performance. Motoring the engines allows for the lubrication system to circulate oil throughout the engine components, preventing the risk of engine damage due to inadequate lubrication. This process also helps to ensure that fuel flows correctly through the system and that the ignition components are functioning properly. While other procedures may seem relevant, motoring specifically addresses the need to prepare the engine by allowing for proper oil circulation before attempting a start, thus mitigating risks associated with cold ambient temperatures. This practice is crucial for maintaining engine reliability and performance, especially after exposure to extreme cold, as it ensures that everything is in working order before takeoff.

7. What is the maximum engine start temperature for the CRJ 900?

A. 900°C

B. 700°C

C. 1,000°C

D. 800°C

The maximum engine start temperature for the CRJ 900 is indeed 900°C. This limit is crucial for ensuring that engine components are not subjected to excessive thermal stress during the start sequence. Exceeding this temperature could lead to damage in the turbine section, potentially resulting in a number of operational issues, including reduced engine performance or even failure. Understanding the significance of this limit helps in maintaining the safety and reliability of the engine during operations. It is a standard limitation that is put in place by the manufacturer based on extensive testing and operational experience, allowing pilots and maintenance crews to operate the aircraft within safe parameters while ensuring engine longevity and performance.

8. What is the required delay between APU start attempts to allow for starter cooling?

A. 1 minute

B. 2 minutes

C. 3 minutes

D. 4 minutes

The correct answer emphasizes the importance of allowing sufficient time for the APU starter to cool down after an attempt has been made to start it. The specific required delay of 2 minutes is in place to prevent overheating of the starter, which could lead to damage or failure of the starter system. APU starters are designed for limited use, and excessive attempts without appropriate cooling time can result in reduced reliability or operational capability. The 2-minute interval allows the starter to dissipate heat generated during the starting process. If a pilot were to attempt another start prematurely, it might not only risk the starter's integrity but could also delay operations if a failure occurs, potentially leading to further complications during the flight or ground handling. The other choices suggest longer or shorter cooling times, which wouldn't align with the manufacturer's recommendations and safety protocols, ultimately creating risks during APU operations.

9. During landing, when should reverse thrust idle be achieved?

A. 75 KIAS

B. 60 KIAS

C. 50 KIAS

D. 70 KIAS

Achieving reverse thrust idle at 60 KIAS during landing is based on the aircraft's handling characteristics and safety procedures. At this speed, the aircraft is typically low enough to ensure that full deceleration can occur without risking loss of control, while still allowing for effective directional control on the runway. The procedure of transitioning to reverse thrust idle at this point ensures that the reverse thrust is no longer needed as the aircraft slows down significantly, allowing the pilot to focus on maintaining control and preparing for any necessary braking. Setting reverse thrust idle at a higher speed could lead to ineffective deceleration and increased risk of runway excursions or control issues, while setting it too low could hinder the aircraft's ability to decelerate efficiently. Thus, the established standard of achieving reverse thrust idle at 60 KIAS promotes safety by balancing effective deceleration with optimal control of the aircraft during the landing phase.

10. At what ozone concentration level are CRJ operations prohibited above flight level 320?

A. 0.1 Parts per million

B. 0.25 Parts per million

C. 0.5 Parts per million

D. 1 Parts per million

The correct choice is based on the regulations and operational guidelines concerning aircraft operations in certain atmospheric conditions. For CRJ operations above flight level 320, the limitation is specifically related to ozone concentrations, which can negatively affect both aircraft performance and crew health. Ozone at high altitudes can lead to increased respiratory issues for crew members and may also impact the aircraft's systems. The restriction at the 0.25 parts per million level is established as a safety measure to ensure the well-being of the crew and passengers, as well as to maintain optimal aircraft performance. This threshold represents a balance between operational efficiency and safety, ensuring that pilots are not exposed to levels of ozone that could impair their ability to operate the aircraft effectively or impact the aircraft's systems. Therefore, operational limits are precisely defined to avoid any potential risks related to atmospheric conditions, particularly in terms of ozone. Other concentration levels listed either do not conform to the safety guidelines or represent thresholds that would allow operations that could introduce risk factors related to ozone exposure.

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://endeavoraircrj900lim.examzify.com

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