ENDEAVOR AIR CRJ 900 LIMITATIONS 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.

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

1. What is the minimum permissible fuel for go-around in each wing?

A. 500 lbs

B. 600 lbs

C. 700 lbs

D. 800 lbs

2. What is the maximum permissible minimum engine run-up power setting?

A. 80% N1

B. 85% N1

C. 90% N1

D. 95% N1

3. What is the maximum differential pressure during pressurization for the CRJ 900?

A. 7.5 psi

B. 8.0 psi

C. 8.5 psi

D. 8.7 psi

4. What is the maximum takeoff weight for the CRJ 900?

A. 75,000 lbs

B. 79,000 lbs

C. 83,000 lbs

D. 85,000 lbs

5. What is the minimum required RNP for operations in airspace?

A. RNP 1.0

B. RNP 0.5

C. RNP 0.3

D. RNP 0.1

6. Operations with an ILS glidepath angle that exceeds what degree is prohibited?

A. 2.5 degrees

B. 3.5 degrees

C. 4.5 degrees

D. 5.5 degrees

7. In which condition is continued operation prohibited for the aircraft?

A. In turboprop mode

B. In areas with SLD icing

C. During taxi with ice on wings

D. In severe turbulence conditions

8. What is the minimum safe altitude over populated areas?

A. 1,500 feet above the highest obstacle within a 2,000 feet radius

B. 800 feet above the highest obstacle within a 2,000 feet radius

C. 1,000 feet above the highest obstacle within a 2,000 feet radius

D. 1,200 feet above the highest obstacle within a 2,500 feet radius

9. What is the maximum ambient temperature for takeoff and landing on the CRJ 900?

A. 45°C

B. 50°C

C. 55°C

D. 60°C

10. For flights at or above 14,000 feet, what is the requirement for oxygen in the CRJ 900?

A. Available for 50% of the crew

B. Available for 75% of the crew

C. Available for 100% of the crew

D. Not required

Answers

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

Explanations

1. What is the minimum permissible fuel for go-around in each wing?

A. 500 lbs

B. 600 lbs

C. 700 lbs

D. 800 lbs

The minimum permissible fuel for go-around in each wing is 600 lbs. This limitation is in place to ensure that the aircraft has an adequate fuel reserve to safely execute a go-around maneuver if required during landing. The 600 lbs per wing allows for sufficient fuel to maintain optimal engine performance and support necessary flight maneuvers, providing a buffer against fuel starvation during critical phases of flight. This fuel reserve is essential for ensuring safety margins are met, particularly in scenarios where an immediate go-around might be necessary, such as when the landing approach is compromised or when there are obstacles on the runway. Having the stipulated amount of fuel helps ensure that each engine can operate effectively without the risk of fuel exhaustion during the climb-out after aborting the landing. Without this minimum fuel requirement, the aircraft could face serious operational risks if a go-around is needed. Other choices do not meet the safety standards set for the CRJ 900, emphasizing why the 600 lbs requirement is critical for safe aviation operations.

2. What is the maximum permissible minimum engine run-up power setting?

A. 80% N1

B. 85% N1

C. 90% N1

D. 95% N1

The maximum permissible minimum engine run-up power setting for the CRJ 900 is 90% N1. This figure is critical for ensuring the engine operates within safe limits during pre-flight engine checks. At this setting, the engines are subjected to a controlled power level that allows for sufficient system checks, such as assessing engine performance, engine responsiveness, and verifying that all systems function correctly without putting undue stress on the engine components. Maintaining the run-up at 90% N1 allows pilots to identify any potential issues while still ensuring the integrity of the engines is preserved. Exceeding this power setting could lead to unnecessary wear on engine components or even operational hazards. Therefore, adhering to this limitation not only aligns with best practices for flight safety but also enhances the longevity and reliability of the engines throughout their service life.

3. What is the maximum differential pressure during pressurization for the CRJ 900?

A. 7.5 psi

B. 8.0 psi

C. 8.5 psi

D. 8.7 psi

The maximum differential pressure during pressurization for the CRJ 900 is indeed 8.7 psi. This limitation is crucial for the structural integrity of the aircraft during flight, as exceeding the maximum differential pressure could lead to structural damage, particularly in the fuselage and windows. Understanding the limitations related to cabin pressurization helps pilots ensure safe operational practices. During flight, achieving the proper differential pressure is essential for maintaining a comfortable atmosphere for passengers while also ensuring that the aircraft's systems function correctly. It's important to operate within these limitations to guarantee the safety and reliability of the aircraft under varying atmospheric conditions.

4. What is the maximum takeoff weight for the CRJ 900?

A. 75,000 lbs

B. 79,000 lbs

C. 83,000 lbs

D. 85,000 lbs

The maximum takeoff weight for the CRJ 900 is indeed 83,000 lbs. This limitation is critical for flight operations, as the maximum takeoff weight directly influences the aircraft's performance, including its ability to climb, maneuver, and perform in various weather conditions. Exceeding the maximum takeoff weight can lead to challenges such as reduced climb rates, increased fuel consumption, and difficulty in achieving optimal speeds during flight. The specification of 83,000 lbs is established based on structural and aerodynamic considerations and ensures safety while also allowing for enough payload and fuel capacity to serve the aircraft's operational needs. Being mindful of this limitation is essential for pilots and operational crews to ensure safe and efficient flight operations.

5. What is the minimum required RNP for operations in airspace?

A. RNP 1.0

B. RNP 0.5

C. RNP 0.3

D. RNP 0.1

The minimum required RNP (Required Navigation Performance) for operations in certain airspace is RNP 0.3. This level of performance signifies that the aircraft is capable of navigating with a high degree of accuracy, allowing it to maintain precise flight paths within specified limits. RNP 0.3 indicates that the aircraft must be able to navigate to within 0.3 nautical miles of the intended flight path for at least 95% of the flight time. Using RNP 0.3 allows aircraft to fly more efficiently and safely in designated airspace, especially in areas with high traffic density or where traditional navigation methods might not be sufficient. This RNP capability is essential for meeting the requirements of various operations, including approaches and arrivals that demand a higher level of navigational precision. The other options, while valid RNP values, do not represent the established minimum required for the specified operations in this context. It is crucial for pilots and operational personnel to understand the specific RNP requirements applicable to the airspace in which they are operating to ensure compliance and enhance safety.

6. Operations with an ILS glidepath angle that exceeds what degree is prohibited?

A. 2.5 degrees

B. 3.5 degrees

C. 4.5 degrees

D. 5.5 degrees

Operations with an Instrument Landing System (ILS) glidepath angle that exceeds 3.5 degrees are prohibited due to established safety and operational standards. The 3.5-degree limit is set to minimize the risk during approach and landing phases, as steeper glidepaths can lead to increased descent rates, making it more challenging for pilots to maintain control of the aircraft. Additionally, steeper approaches can reduce the margin for error during landing, particularly concerning terrain and obstacle clearance. Glidepath angles of more than 3.5 degrees could also pose issues related to aircraft performance, as many aircraft are not designed for the instability that can occur during steep approaches. Following this limitation helps ensure that the approach remains within the operational envelope of the aircraft and aligns with standard procedures for safety in aviation operations.

7. In which condition is continued operation prohibited for the aircraft?

A. In turboprop mode

B. In areas with SLD icing

C. During taxi with ice on wings

D. In severe turbulence conditions

Continued operation in areas with Supercooled Large Droplets (SLD) icing is prohibited due to the significant risks associated with this type of icing. SLD icing can lead to rapid accumulation of ice on the aircraft, severely affecting performance, control, and safety. Unlike standard icing conditions, SLD presence often results in larger droplets that can impact the wings and critical control surfaces more aggressively, making it difficult for de-icing systems to manage, and potentially leading to an aerodynamic stall. Therefore, flying in these conditions poses a considerable hazard, necessitating a prohibition on continued operation to ensure the safety of the flight. In contrast, while turboprop mode and severe turbulence present challenges, there are guidelines and operational procedures in place for managing those situations. Similarly, though taxiing with ice on the wings is hazardous, there are protocols for dealing with ice before departure to ensure safety during the taxi phase.

8. What is the minimum safe altitude over populated areas?

A. 1,500 feet above the highest obstacle within a 2,000 feet radius

B. 800 feet above the highest obstacle within a 2,000 feet radius

C. 1,000 feet above the highest obstacle within a 2,000 feet radius

D. 1,200 feet above the highest obstacle within a 2,500 feet radius

The minimum safe altitude over populated areas is defined by regulations that prioritize safety and the protection of people and property. The correct choice, indicating 1,000 feet above the highest obstacle within a 2,000-foot radius, aligns with the standard safety procedures established for operations over urban environments. This altitude offers a margin that helps to ensure safety in the event of an engine failure or other emergency, providing enough vertical separation from buildings, structures, or other obstacles in a densely populated region. By operating at this minimum height, pilots maintain a safety buffer which is crucial in densely built-up areas where ground obstacles are prevalent. Other options suggest different altitudes that do not conform to the established regulations for minimizing risk, hence the choice of 1,000 feet as the correct altitude helps pilots make informed decisions regarding operational safety over populated zones.

9. What is the maximum ambient temperature for takeoff and landing on the CRJ 900?

A. 45°C

B. 50°C

C. 55°C

D. 60°C

The maximum ambient temperature for takeoff and landing on the CRJ 900 is indeed 50°C. This limit is established to ensure safe operation and optimal performance of the aircraft systems and engines under high-temperature conditions. When the temperature exceeds this limit, the aircraft may experience reduced engine performance, which affects climb rates, takeoff roll distances, and overall safety margins. Understanding this limitation is essential for flight crews, as it impacts flight planning and operational decisions. This performance factor is crucial, particularly during hot weather, where the aircraft's ability to maintain safe performance standards can be compromised.

10. For flights at or above 14,000 feet, what is the requirement for oxygen in the CRJ 900?

A. Available for 50% of the crew

B. Available for 75% of the crew

C. Available for 100% of the crew

D. Not required

In the CRJ 900, when operating at altitudes of 14,000 feet or higher, the requirement is that oxygen must be available for 100% of the crew. This regulation aligns with safety measures intended to ensure that all crew members have access to supplemental oxygen in the event of a cabin altitude emergency, where the pressure might drop below safe levels. At these higher altitudes, the atmosphere has significantly less oxygen, which can lead to hypoxia, a condition where the body is deprived of adequate oxygen. Providing each crew member with access to oxygen helps maintain their situational awareness, decision-making capabilities, and overall health, thereby ensuring the safety of both the crew and passengers during flight. The other options do not meet the regulatory requirements set forth by aviation authorities for high-altitude operations, and therefore ensuring that oxygen is available for the entire crew is critical to flight safety.

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!