

Envoy 175 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. 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 is the maximum zero fuel weight (MZFW) of the aircraft?**
 - A. 74,900 lbs**
 - B. 85,800 lbs**
 - C. 69,800 lbs**
 - D. 85,500 lbs**

- 2. What is the primary flight control limitation during turbulent conditions?**
 - A. Increase speed to approach speed**
 - B. Reduce speed to maneuvering speed (Va)**
 - C. Maintain current speed regardless of conditions**
 - D. Ignore turbulence warnings**

- 3. How many coach seats does this aircraft accommodate?**
 - A. 64**
 - B. 76**
 - C. 50**
 - D. 54**

- 4. What is the maximum speed for Vfe3?**
 - A. 180 KIAS**
 - B. 200 KIAS**
 - C. 215 KIAS**
 - D. 230 KIAS**

- 5. What is the maximum landing gear operating speed (VLR) for the Envoy 175?**
 - A. 250 knots**
 - B. 220 knots**
 - C. 240 knots**
 - D. 215 knots**

- 6. During which phase of flight should ground spoilers not be extended above 25 knots?**
- A. Landing**
 - B. Takeoff**
 - C. Cruise**
 - D. Taxiing**
- 7. What is the value of Va for the Envoy 175?**
- A. 240 KIAS**
 - B. 250 KIAS**
 - C. 220 KIAS**
 - D. 210 KIAS**
- 8. How much fuel does each tank hold in the General Electric CF34-8E5 engine?**
- A. 10,467 lbs**
 - B. 12,000 lbs**
 - C. 8,500 lbs**
 - D. 11,500 lbs**
- 9. What is the American fuel type specified for the General Electric CF34-8E5 engine?**
- A. JP4**
 - B. JP8**
 - C. Jet A**
 - D. Jet B**
- 10. What is the required action after the first and second start attempts of the APU?**
- A. START/ON then 30 sec. OFF**
 - B. START/ON then 60 sec. OFF**
 - C. START/ON then 10 min. OFF**
 - D. START/ON then 90 sec. OFF**

Answers

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

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Explanations

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1. What is the maximum zero fuel weight (MZFW) of the aircraft?

- A. 74,900 lbs**
- B. 85,800 lbs**
- C. 69,800 lbs**
- D. 85,500 lbs**

The maximum zero fuel weight (MZFW) of an aircraft is a critical limitation that refers to the maximum weight of the aircraft without any usable fuel. This weight includes the aircraft's structure, payload (which encompasses passengers, cargo, and baggage), and any other fixed items on board, excluding the weight of the fuel. In this scenario, the selection of 69,800 lbs as the MZFW means that this figure reflects regulatory and performance considerations established by the aircraft manufacturer and regulatory authorities. It is essential for flight operations, load planning, and ensuring safety during flight operations. If the aircraft exceeds this weight, it may not be able to perform as expected during takeoff, flight, or landing phases due to altered flight characteristics. The other options likely represent figures that exceed the MZFW limit, indicating that they would not be suitable for operational use when considering maximum safety and performance for the aircraft. Understanding MZFW is crucial for ensuring compliance with the aircraft's design parameters and operational regulations.

2. What is the primary flight control limitation during turbulent conditions?

- A. Increase speed to approach speed**
- B. Reduce speed to maneuvering speed (Va)**
- C. Maintain current speed regardless of conditions**
- D. Ignore turbulence warnings**

Reducing speed to maneuvering speed (Va) during turbulent conditions is a critical strategy for maintaining control of the aircraft. Maneuvering speed is the maximum speed at which the aircraft can be safely controlled in turbulent air without risking structural damage. At this speed, the aircraft is less likely to exceed its critical load factors, which can happen during sudden, strong gusts or turbulence. When flying at or below this speed, the aircraft can better absorb the bumps and jolts of turbulent air, allowing the pilot to maintain better control. This approach minimizes the risk of over-stressing the airframe and enhances the overall safety of the flight. In contrast, other options like increasing speed to approach speed may lead to more control challenges in turbulent conditions. Maintaining current speed regardless of turbulence could ignore critical changes in flight dynamics, while ignoring turbulence warnings could lead to dangerous situations. Therefore, reducing speed to maneuvering speed is the best practice when flying in turbulence.

3. How many coach seats does this aircraft accommodate?

- A. 64**
- B. 76
- C. 50
- D. 54

The correct answer indicates that the aircraft accommodates 64 coach seats. This figure generally reflects a common configuration in certain types of aircraft designed for short to medium-haul flights, where airlines often aim for a balance between capacity and passenger comfort. The choice of 64 seats typically allows for a comfortable amount of legroom and space while maximizing the number of passengers that can be transported. In the context of airline operations, a configuration like this would suggest a focus on efficiency and market demand, making it an ideal setup for airlines that prioritize high-density seating arrangements on popular routes. It's important to note that different aircraft types may offer various seating arrangements based on the airline's specific needs and operational strategies.

4. What is the maximum speed for Vfe3?

- A. 180 KIAS
- B. 200 KIAS**
- C. 215 KIAS
- D. 230 KIAS

The maximum speed for Vfe3, or the maximum flap extension speed for the third position of the flaps, is indeed 200 KIAS. This limit is crucial for maintaining safe flight operations during the approach and landing phases when the aircraft is configured for lower speeds. Exceeding this speed while the flaps are extended can lead to control issues or structural stress on the aircraft. Vfe3 is particularly important because it provides a balance between safety and operational efficiency; it allows pilots to utilize flaps to enhance lift and drag without compromising safety. Understanding these limits is essential for pilots to fly within the aircraft's performance envelope and ensure the integrity of the flight during critical phases.

5. What is the maximum landing gear operating speed (VLR) for the Envoy 175?

- A. 250 knots**
- B. 220 knots
- C. 240 knots
- D. 215 knots

The maximum landing gear operating speed (VLR) for the Envoy 175 is indeed 250 knots. This speed is significant because it represents the maximum speed at which the landing gear can be safely extended or retracted without risking structural damage or malfunction. Operating within this limit ensures that the landing gear mechanisms function properly during critical phases of flight, such as landing and takeoff. Exceeding this speed while manipulating the landing gear could lead to increased aerodynamic forces on the gear—potentially resulting in failure or malfunction of the gear extension or retraction process. Additionally, adhering to VLR is essential for maintaining overall aircraft safety and performance during approach and landing. Therefore, understanding and respecting speed limits like VLR is crucial for pilots and aircraft operators.

6. During which phase of flight should ground spoilers not be extended above 25 knots?

- A. Landing**
- B. Takeoff**
- C. Cruise**
- D. Taxiing**

Ground spoilers are designed to help reduce lift on landing and improve braking effectiveness by increasing the weight of the aircraft on the wheels. During the landing phase, extending ground spoilers at speeds above 25 knots is generally not advised because it can disrupt airflow over the wings and potentially lead to a reduction in controllability. High speeds with extended spoilers can also increase drag significantly and may affect the aircraft's handling characteristics adversely. In contrast, during takeoff, cruise, and taxiing, the aircraft dynamics and operational procedures differ. During takeoff, spoilers are usually not engaged until after the aircraft is airborne. In cruise, spoilers are not typically used at all, as their purpose is not relevant in that phase of flight when the aircraft is stable and gaining altitude. During taxiing, the use of ground spoilers is often limited as well, but they may not pose the same risk factors as they would during landing when the aircraft is transitioning from flight to ground operation. Thus, the focus should remain on maintaining control and not inducing negative aerodynamic effects that ground spoilers could cause at higher speeds during landing.

7. What is the value of V_a for the Envoy 175?

- A. 240 KIAS**
- B. 250 KIAS**
- C. 220 KIAS**
- D. 210 KIAS**

The value of V_a , or the design maneuvering speed for the Envoy 175, is accurately identified as 240 KIAS. This speed is crucial as it represents the maximum speed at which full deflection of the control surfaces can be safely executed without risking structural damage to the aircraft. At speeds below this threshold, the aircraft can withstand significant turbulence without entering a stall or losing control, making it an essential parameter for safe operation, especially during turbulent conditions or in maneuvers. Choosing 240 KIAS as V_a reflects an understanding of the airspeed limits that define safe operational parameters for the Envoy 175, ensuring pilots can maneuver effectively while maintaining control. Other choices represent incorrect values that may not correspond with the aircraft's specifications or operational guidelines, reflecting either slower or faster speeds that would compromise safety and performance.

8. How much fuel does each tank hold in the General Electric CF34-8E5 engine?

- A. 10,467 lbs**
- B. 12,000 lbs**
- C. 8,500 lbs**
- D. 11,500 lbs**

In the General Electric CF34-8E5 engine, which is commonly used in regional jets like the Bombardier CRJ series, each fuel tank has a capacity of 10,467 pounds. This specification is crucial for flight operations, as it determines the aircraft's range, payload, and overall performance. Understanding the fuel capacity helps pilots and airlines plan flights effectively, taking into consideration factors like fuel consumption and required reserves. The other options indicate different fuel tank capacities that do not apply to the CF34-8E5 engine. Thus, the provided answer accurately reflects the design and specifications as per the engine's manufacturing details. Knowing the precise fuel capacity is an important aspect of aviation operations and maintenance, ensuring safety and efficiency.

9. What is the American fuel type specified for the General Electric CF34-8E5 engine?

- A. JP4**
- B. JP8**
- C. Jet A**
- D. Jet B**

The American fuel type specified for the General Electric CF34-8E5 engine is Jet A. This aviation fuel is kerosene-based and commonly used in commercial aviation, particularly in the United States. Jet A has a higher flash point than Jet B, making it safer for transport and storage. Additionally, the CF34-8E5 engine, which powers regional jets and is known for its reliability and efficiency, is optimized for use with Jet A fuel, which aligns with the fuel specifications set by the manufacturer. Jet B, which is a blend of gasoline and kerosene, is less commonly used due to its lower flash point, while JP4 and JP8 are military specifications that are not typically employed for commercial engines like the CF34-8E5. Understanding the specific fuel requirements for an engine is crucial for safe and efficient operation, making it important to identify the correct fuel type.

10. What is the required action after the first and second start attempts of the APU?

- A. START/ON then 30 sec. OFF**
- B. START/ON then 60 sec. OFF**
- C. START/ON then 10 min. OFF**
- D. START/ON then 90 sec. OFF**

When attempting to start the Auxiliary Power Unit (APU), it's crucial to follow the specified protocols for subsequent start attempts after the first and second failures. When the second start attempt does not succeed, the required action is to wait for a predefined period before trying again to avoid overheating or damage to the unit. In this context, waiting 60 seconds after the second start attempt before attempting to start again is the correct procedure. This timeframe allows the APU to cool down sufficiently, ensuring that subsequent attempts are made under conditions conducive to successful operation. Implementing this wait time helps maintain the integrity of the APU and prevents unnecessary wear and tear on the equipment.

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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://envoy175limitations.examzify.com>

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

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