

GoJet Airlines CRJ-550 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. At what altitude do passenger O2 masks automatically deploy?**
 - A. 10,000 Feet**
 - B. 12,000 Feet**
 - C. 14,000 Feet**
 - D. 16,000 Feet**

- 2. Which pairing correctly matches a position with its average weight?**
 - A. Flight Attendant – 223 pounds**
 - B. Flight Attendant – 238 pounds**
 - C. Pilot – 223 pounds**
 - D. Pilot – 260 pounds**

- 3. Igniter A is powered by which power source?**
 - A. AC Essential Bus**
 - B. DC Essential Bus**
 - C. Engine Integrated Drive Generator**
 - D. FADEC Alternator**

- 4. At what speed does the anti-skid system become operational?**
 - A. 35 Knots**
 - B. 15 Knots**
 - C. 50 Knots**
 - D. 75 Knots**

- 5. Maximum Cruise Speed: What is the value?**
 - A. 0.85 Mach**
 - B. 0.90 Mach**
 - C. 0.80 Mach**
 - D. 0.75 Mach**

- 6. How many DC Buses are named with 'DC' in their title?**
- A. 7**
 - B. 8**
 - C. 9**
 - D. 10**
- 7. Flaps Retracted Max "G" Loading is which range?**
- A. -1.0 to 2.5 G**
 - B. 0.0 to 2.0 G**
 - C. -2.0 to 2.0 G**
 - D. -1.5 to 2.5 G**
- 8. What is the Ground Start N2 range?**
- A. 0-40%**
 - B. 0-45%**
 - C. 0-50%**
 - D. 0-55%**
- 9. What is the maximum altitude that the APU can be used to start a Main Engine?**
- A. Flight Level 180**
 - B. Flight Level 210**
 - C. Flight Level 230**
 - D. Flight Level 260**
- 10. What supplies the fuel to the engines?**
- A. Motive flow**
 - B. Electrical pumps**
 - C. Gravity feed**
 - D. Air-driven pumps**

Answers

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

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Explanations

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1. At what altitude do passenger O2 masks automatically deploy?

- A. 10,000 Feet**
- B. 12,000 Feet**
- C. 14,000 Feet**
- D. 16,000 Feet**

When cabin pressure drops, the air inside becomes thinner and the amount of oxygen available to the body falls. To protect passengers from hypoxia, oxygen masks are designed to automatically drop at a specific cabin altitude, triggering oxygen flow without any action from you. That automatic deployment happens at 14,000 feet, a point chosen because above this altitude the body won't get enough oxygen quickly enough to stay safe during a depressurization. Think of it as a safety threshold that balances being proactive with practicality. If masks deployed too early, during normal high-altitude cruise when the cabin is still pressurized to a safe level, it would be unnecessary and disruptive. If they deployed too late, passengers could begin to suffer hypoxia before help could be provided. The 14,000-foot mark ensures oxygen is available promptly in a loss-of-pressurization event, giving time for the aircraft to descend to a safe altitude or for the crew to manage the situation.

2. Which pairing correctly matches a position with its average weight?

- A. Flight Attendant — 223 pounds**
- B. Flight Attendant — 238 pounds**
- C. Pilot — 223 pounds**
- D. Pilot — 260 pounds**

In weight and balance calculations, each crew position is assigned a standard average weight to estimate how much mass is on board and where the center of gravity will be. For this scenario, the standard data specify a flight attendant weighing 223 pounds and a pilot weighing 260 pounds. Therefore, pairing a flight attendant with 223 pounds matches the established crew weight data used in the calculations, making it the correct match. The other pairings don't align with those standard values—putting a flight attendant at 238 pounds or a pilot at 223 pounds would not reflect the accepted crew weight table and would lead to incorrect weight and balance results.

3. Igniter A is powered by which power source?

- A. AC Essential Bus**
- B. DC Essential Bus**
- C. Engine Integrated Drive Generator**
- D. FADEC Alternator**

Ignition A draws its power from the AC Essential Bus because the ignition system requires an AC electrical source, and the essential bus is the dedicated, reliable AC supply designed to feed critical systems during start and in electrical faults. The DC Essential Bus delivers DC power, which isn't appropriate for the ignition exciters. The Engine Integrated Drive Generator provides power only when the engine is turning, so it isn't the primary source for ignition during start or abnormal conditions. The FADEC alternator powers the FADEC, not the ignition exciters. Route ignition A to the AC Essential Bus ensures continuous igniter operation with the proper power type and redundancy.

4. At what speed does the anti-skid system become operational?

- A. 35 Knots**
- B. 15 Knots**
- C. 50 Knots**
- D. 75 Knots**

Anti-skid prevents tire skidding by constantly monitoring wheel speeds and modulating brake pressure to keep all wheels turning at a similar rate. It only becomes active once the airplane is on the ground and the wheels are turning fast enough to give reliable slip information, so it won't interfere during slow taxi or in flight. On the CRJ-550, this means the system starts working during the higher-speed portion of the ground roll when braking is being used, so it can detect a tendency for a wheel to lock and automatically reduce pressure on that wheel. If a wheel tends to slow too much relative to the others, the system briefly releases and then reapplies braking to maintain control and steering. In short, anti-skid turns on once you're on the ground and the wheels are moving at a sufficient speed during the ground roll, not during very slow taxi or flight.

5. Maximum Cruise Speed: What is the value?

- A. 0.85 Mach**
- B. 0.90 Mach**
- C. 0.80 Mach**
- D. 0.75 Mach**

The concept being tested is the aircraft's maximum cruise speed—the highest Mach number that can be safely sustained in cruise according to the aircraft's certification and flight manual. This limit is set to protect the airframe, engines, and flight stability (buffet margins, structural loads, and propulsion performance) while still allowing efficient operation. For the CRJ-550, the published maximum cruise speed is Mach 0.85. That value represents the upper bound you must not exceed in cruise because going faster could push you into conditions outside the certified limits. Speeds such as Mach 0.80 or Mach 0.75 are below that limit and can be used within normal operations, but they are not the maximum. Mach 0.90 would exceed the certified limit and isn't permitted in normal cruise.

6. How many DC Buses are named with 'DC' in their title?

- A. 7
- B. 8
- C. 9**
- D. 10

The main idea here is to count every item whose title includes the DC designation. In the electrical diagram or list provided, the DC buses are labeled in a simple, numbered sequence: DC BUS 1, DC BUS 2, DC BUS 3, DC BUS 4, DC BUS 5, DC BUS 6, DC BUS 7, DC BUS 8, and DC BUS 9. Each one contains the term "DC," so you tally all of them. That gives you nine such entries in total, which is why the correct choice reflects the number nine. This kind of question tests your ability to read and count labeled components in a schematic, not your keenness about electrical theory. If you only found eight or ten, you'd be missing one of the labeled DC buses or counting an item that isn't a DC bus, respectively.

7. Flaps Retracted Max "G" Loading is which range?

- A. -1.0 to 2.5 G**
- B. 0.0 to 2.0 G
- C. -2.0 to 2.0 G
- D. -1.5 to 2.5 G

G loading limits define the airframe's safe maneuver envelope. When the flaps are retracted, the airplane is in clean configuration, which allows the highest positive load factor the structure can safely handle, while still providing a small negative limit to cover gentle nose-down or push-over maneuvers. The range -1.0 G to +2.5 G means the aircraft can experience up to 2.5 times the weight in a nose-up pull and as little as 1 G downward (down to 1 G in the negative direction) without structural damage. This combination reflects typical airliner design practice for clean configuration, balancing stored energy and structural stresses during flight. Other ranges either tighten or relax the negative or positive limits inconsistent with standard clean-configuration design: for example, allowing a more negative limit like -1.5 G or -2.0 G without raising the positive limit beyond +2.5 G, or constraining positive loads to +2.0 G or removing a negative limit entirely, would not match the established safe envelope for flaps-retracted flight.

8. What is the Ground Start N2 range?

- A. 0-40%
- B. 0-45%**
- C. 0-50%
- D. 0-55%

During a ground start, the starter spins the high-pressure compressor (N2) from zero up to the point where ignition occurs. The allowed N2 range for this phase is 0 to 45 percent. This window protects the starter and engine components from overspeed and potential damage while you wait for light-off. If you attempt to carry the N2 speed higher than about 45% without ignition, the risk of compressor surge or starter overloading increases, so the start procedure is designed to abort or transition to ignition within that range. Once ignition occurs, N2 will continue rising as the engine spools to idle.

9. What is the maximum altitude that the APU can be used to start a Main Engine?

- A. Flight Level 180**
- B. Flight Level 210**
- C. Flight Level 230**
- D. Flight Level 260**

The test is asking about how high the APU can provide enough bleed air to start a main engine. The APU supplies pneumatic power to the engine start system, and it must deliver sufficient pressure and flow to light off the engine. On the CRJ-550, that capability is limited to Flight Level 210 (21,000 feet). Above this altitude, the air is too thin for the APU to maintain the necessary bleed air pressure to reliably start a main engine. So, the maximum altitude for starting a main engine with the APU is FL210.

10. What supplies the fuel to the engines?

- A. Motive flow**
- B. Electrical pumps**
- C. Gravity feed**
- D. Air-driven pumps**

Motive flow is the pressure-driven movement of fuel created by the fuel pump that pushes fuel through the lines to the engines. In flight, gravity alone can't provide reliable, high-pressure fuel delivery, especially with changes in attitude and at altitude. Electrical or air-driven pumps may back up or start the system, but the normal, primary source delivering fuel to the engines is the motive flow generated by the pump. That's why motive flow is the best answer.

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://gojetairlinescrj550.examzify.com>

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

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