

GOJET AIRLINES CRJ-550 PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

<https://gojetairlinescrj550.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

SAMPLE

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

SAMPLE

- 1. Which is greater, the Maximum Taxi and Ramp Weight or the Maximum Takeoff Weight?**
 - A. Maximum Taxi and Ramp Weight (66,000 LBS) is greater than Maximum Takeoff Weight (65,000 LBS)
 - B. Maximum Takeoff Weight is greater than Maximum Taxi and Ramp Weight
 - C. They are equal
 - D. Maximum Taxi and Ramp Weight is less than 65,000 LBS
- 2. What is the idle oil pressure range?**
 - A. 25-60 PSI
 - B. 25-95 PSI
 - C. 45-95 PSI
 - D. 60-100 PSI
- 3. For an alternate aerodrome, which basis of approach is required?**
 - A. GPS navigation
 - B. Navigation other than GPS
 - C. Visual approach only
 - D. RNAV with GPS
- 4. How many stages is the low pressure turbine?**
 - A. 2
 - B. 4
 - C. 6
 - D. 8
- 5. Maximum Taxi and Ramp Weight (CRJ-700)?**
 - A. 75,250 LBS
 - B. 74,500 LBS
 - C. 76,000 LBS
 - D. 75,000 LBS

- 6. What powers the operability valve?**
- A. Fuel pressure directed by the FADEC
 - B. Electrical power from the battery
 - C. Hydraulic pressure
 - D. Ambient air pressure
- 7. Max N1 (Red) for the CRJ-550 is what percentage?**
- A. 99.0%
 - B. 99.5%
 - C. 100%
 - D. 98.5%
- 8. What is the maximum permissible load on the APU generator in kVA?**
- A. 20 kVA
 - B. 40 kVA
 - C. 60 kVA
 - D. 80 kVA
- 9. Engine Start on the Ground 1st and 2nd Attempt results in what cycling pattern?**
- A. 90 Seconds ON, 10 Seconds OFF
 - B. 60 Seconds ON, 20 Seconds OFF
 - C. 120 Seconds ON, 10 Seconds OFF
 - D. 30 Seconds ON, 60 Seconds OFF
- 10. Which action constitutes one of the three simultaneous steps in the IAC Rejected Takeoff procedure?**
- A. Thrust Levers - IDLE
 - B. Brake Release
 - C. Flaps - Full
 - D. Autopilot - Engage

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. Which is greater, the Maximum Taxi and Ramp Weight or the Maximum Takeoff Weight?

A. Maximum Taxi and Ramp Weight (66,000 LBS) is greater than Maximum Takeoff Weight (65,000 LBS)

B. Maximum Takeoff Weight is greater than Maximum Taxi and Ramp Weight

C. They are equal

D. Maximum Taxi and Ramp Weight is less than 65,000 LBS

The key idea is understanding why two different weight limits exist: Maximum Taxi and Ramp Weight is a ground-based limit used during towing and ground operations to protect the aircraft's structure and tires, while Maximum Takeoff Weight is the limit for liftoff performance, ensuring there is enough thrust and runway to safely get airborne and climb. These limits aren't required to be the same because they account for different factors. In this case, the aircraft can be on the ground up to 66,000 pounds, but it cannot exceed 65,000 pounds for takeoff. That means the ramp weight limit is greater than the takeoff limit. You could be heavier when sitting on the ramp or being taxed, but you must be lighter than the takeoff limit to actually depart. The other statements don't fit because they either reverse the relationship, claim equality, or state a lighter ramp weight than 65,000 pounds, which isn't what the numbers show.

2. What is the idle oil pressure range?

A. 25-60 PSI

B. 25-95 PSI

C. 45-95 PSI

D. 60-100 PSI

Oil pressure is driven by how fast the engine and its oil pump are turning and by oil temperature and viscosity. When the engine is idling, the pump runs slower, so pressure is lower, but it still must be high enough to keep bearings and components lubricated. For this engine, the acceptable idle oil pressure is about 25 to 60 psi. The lower end accounts for cold oil and the initial idle condition, while the upper end reflects the normal maximum you'd see even at light throttle once the oil has warmed and the system settles. Pressures in the 60 psi+ range at idle would be unusually high, and ranges that start above 40 or 45 psi miss the typical low-idle readings seen when the engine is not producing significant RPM.

3. For an alternate aerodrome, which basis of approach is required?

A. GPS navigation

B. Navigation other than GPS

C. Visual approach only

D. RNAV with GPS

When planning an alternate, you need an instrument approach that can be flown without relying on GPS. This provides a reliable option even if GPS is unavailable or degraded, giving you a non-GPS basis for the approach at the alternate. Visual approaches are not acceptable as the basis for an alternate because they require good weather and breaking visibility, which isn't guaranteed in IFR planning. Relying solely on GPS or on RNAV with GPS doesn't meet the non-GPS requirement, since those depend on the satellite navigation system. So the appropriate basis of approach for an alternate is navigation other than GPS, such as VOR, NDB, or ILS/LOC procedures.

4. How many stages is the low pressure turbine?

- A. 2
- B. 4**
- C. 6
- D. 8

The number of stages in a low pressure turbine is about how many rotor stages are needed to extract enough energy from the hot exhaust to drive the low pressure shaft (the fan/low pressure compressor). For this engine family, four stages are used in the low pressure turbine. This gives a good balance: enough energy extraction to turn the low pressure spool efficiently across operating conditions, without adding unnecessary weight or complexity. Too few stages would leave the shaft underpowered and could limit thrust or performance, while too many stages would add mass and mechanical complexity with little to no benefit. Four stages provide the design's required energy extraction and operability for the engine.

5. Maximum Taxi and Ramp Weight (CRJ-700)?

- A. 75,250 LBS**
- B. 74,500 LBS
- C. 76,000 LBS
- D. 75,000 LBS

The weight limit being tested is the maximum taxi and ramp weight, which is the same as the aircraft's certified maximum takeoff weight. This is the ceiling for how much the airplane can weigh while sitting on the ground, moving on the ramp, or taking off, because pushing beyond it could exceed structural limits and degrade performance. For the CRJ-700, the certified maximum takeoff weight is 75,250 pounds. Therefore, 75,250 pounds is the correct maximum for taxi and ramp operations as well. Other weights listed don't match the official certification: some are below the limit, meaning they're not the maximum allowed, and one exceeds the certified limit, which wouldn't be permitted.

6. What powers the operability valve?

- A. Fuel pressure directed by the FADEC**
- B. Electrical power from the battery
- C. Hydraulic pressure
- D. Ambient air pressure

Operability valves are actuated by the pressure of the fuel itself. The FADEC controls the valve by directing high-pressure fuel to it, using that fuel pressure as the force to move the valve to the commanded position. Electrical power from the battery may run the FADEC's electronics, but it does not directly drive the valve. Ambient air pressure can't provide the necessary actuation, and a separate hydraulic system isn't used for this valve—the fuel pressure controlled by the FADEC is the actuation source.

7. Max N1 (Red) for the CRJ-550 is what percentage?

- A. 99.0%
- B. 99.5%**
- C. 100%
- D. 98.5%

N1 is the low pressure spool speed, shown as a percentage of its reference speed, and the red segment on the N1 gauge marks the limit you must not exceed. For the CRJ 550, the redline is set at 99.5% to provide a small safety margin above the actual limit and to account for sensor tolerances and engine control behavior. That's why 99.5% is the maximum N1 in the red band—pushing beyond it could approach an overspeed condition. Values like 99.0% or 98.5% are simply below the published redline, and 100% would imply hitting the limit that the redline aims to protect against.

8. What is the maximum permissible load on the APU generator in kVA?

- A. 20 kVA
- B. 40 kVA**
- C. 60 kVA
- D. 80 kVA

The maximum permissible load on the APU generator is determined by the APU's own generator rating. For the CRJ-550, the APU generator is rated at 40 kVA, which means that is the highest apparent power it can supply without overloading the APU or causing electrical instability. Staying within this limit ensures stable voltage and prevents overheating or an APU trip. Loads up to 40 kVA keep the aircraft's essential systems, environmental controls, and avionics powered reliably. Values like 20 kVA are below what's typically required when multiple systems are in use, while 60 or 80 kVA would exceed the APU's capability and risk overloading it or triggering protective shutdowns. If more power is needed, you'd bring the main engines online or use external power.

9. Engine Start on the Ground 1st and 2nd Attempt results in what cycling pattern?

- A. 90 Seconds ON, 10 Seconds OFF**
- B. 60 Seconds ON, 20 Seconds OFF
- C. 120 Seconds ON, 10 Seconds OFF
- D. 30 Seconds ON, 60 Seconds OFF

During ground engine starts, the starter has a defined duty cycle to protect the equipment. For both the first and second attempts, the starter is run for 90 seconds and then given a 10-second cooldown. This duration provides enough time for the engine to reach a state where ignition can occur, while the short off period prevents overheating and excessive wear on the starter. The same pattern for the two attempts keeps the start procedure consistent and safe. Shorter on-times might not spool the engine enough for light-off, while longer on-times would risk overheating the starter and associated systems.

10. Which action constitutes one of the three simultaneous steps in the IAC Rejected Takeoff procedure?

A. Thrust Levers - IDLE

B. Brake Release

C. Flaps - Full

D. Autopilot - Engage

During a rejected takeoff, the priority is to stop the airplane as quickly as possible while keeping control. The three actions that must be done at the same time are: move the thrust levers to IDLE, apply maximum braking, and deploy the speed brakes. Setting the thrust levers to IDLE stops any additional thrust from being produced, preventing further acceleration. Applying brakes uses the aircraft's wheel braking system to convert kinetic energy into heat and slow the airplane. Deploying the speed brakes increases drag and helps settle the aircraft onto the runway more quickly, improving braking effectiveness. The other options don't contribute to this rapid deceleration: releasing brakes would undo braking progress, extending flaps to Full isn't part of the immediate stop and can affect handling, and engaging the autopilot would take control away from the pilots at a critical moment.

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!

SAMPLE