PSA Airlines Canadair Regional Jet Systems (PSA-CRJ) Practice Exam (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. Which battery is discharged if the DC Service switch is left on while powering the NAV lights?

A. Main Battery

B. Auxiliary Battery

C. APU Battery

D. Emergency Battery

2. What is the regulated discharge pressure for the pressure regulating shut off valves (PRSOV) in the CRJ-700?

A. 30 psi +/-3

B. 40 psi +/-3

C. 45 psi +/-3

D. 50 psi +/-3

3. When are Ice Detector probes activated for heating?

A. Immediately upon aircraft power-up

B. When icing is detected and vibration decreases

C. During taxi operations

D. Only when temperatures drop below freezing

4. Will the nose wheel steering be operative after a manual gear extension?

A. Yes

B. No

C. Only for the first flight after extension.

D. Only if the gear is fully locked.

5. When does the Cockpit Voice Recorder (CVR) begin recording?

A. As soon as electrical power is established

B. Only after takeoff

C. At the start of taxi

D. When the autopilot is engaged

6. During engine starting, which statement is NOT true?

A. FADEC will terminate an abnormal start

B. FADEC selects igniters A or B to use

C. No starter cutout indicates starter is still engaged

D. FADEC disables all igniters

7. When starting the APU in flight, the APU door opens based on which factors?

A. Temperature and Pressure

B. Airspeed/Mach number and Altitude

C. Engine RPM and Fuel Flow

D. Flight Phase and APU Load

8. How can one switch from the active to standby pressure controller on the ECS page?

A. By pressing the PRESS CONT switch once

B. By pressing the PRESS CONT switch lights twice

C. By toggling the control knob

D. By resetting the system

9. True or False: Landing light lenses are diffused while Taxi Lights are clear.

A. True

B. False

C. Both are clear

D. Both are diffused

10. Is it possible to heat both engine cowls using just one engine?

A. Yes

B. No

C. Only if the second engine is off

D. Only during specific flight phases

Answers

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

Explanations

1. Which battery is discharged if the DC Service switch is left on while powering the NAV lights?

A. Main Battery

B. Auxiliary Battery

C. APU Battery

D. Emergency Battery

When the DC Service switch is left on while powering the NAV lights, the battery being discharged is the APU Battery. The APU (Auxiliary Power Unit) battery is designed to provide power for systems when the main engines are not running and can supply power to various electrical components, including the NAV lights. In this scenario, since the NAV lights are being powered and the DC Service switch is engaged, it indicates that power is being drawn from the APU battery, which is typically utilized for such purposes when the aircraft's main systems are not operational. The other batteries mentioned, such as the Main and Emergency batteries, typically serve different roles, with the Main battery supporting the primary electrical systems and the Emergency battery reserved for critical systems in the event of a main power failure. Therefore, the APU battery is directly tied to providing power when auxiliary functions like NAV lights are in use while the DC Service switch is on.

2. What is the regulated discharge pressure for the pressure regulating shut off valves (PRSOV) in the CRJ-700?

A. 30 psi +/-3

B. 40 psi +/-3

C. 45 psi +/-3

D. 50 psi +/-3

The regulated discharge pressure for the pressure regulating shut off valves (PRSOV) in the CRJ-700 is indeed 45 psi +/-3. This specification is crucial for ensuring that the aircraft's pneumatic systems operate within the designed parameters, providing reliable and consistent performance. The PRSOV plays a significant role in controlling the pressure of the air supplied to various systems, including environmental control and engine start. By maintaining the correct pressure, the PRSOV helps prevent over-pressurization, which could lead to system malfunctions or failures. Understanding the correct pressure setpoint ensures that maintenance personnel can accurately assess whether the valves are functioning properly during inspections. This knowledge is fundamental for both operational safety and effective maintenance practices, contributing to the overall reliability of the aircraft's systems.

3. When are Ice Detector probes activated for heating?

A. Immediately upon aircraft power-up

B. When icing is detected and vibration decreases

C. During taxi operations

D. Only when temperatures drop below freezing

The correct answer is that Ice Detector probes are activated for heating when icing is detected and vibration decreases. Ice Detector probes are designed to monitor conditions for ice formation. When ice begins to accumulate, the system detects a change in vibration and subsequently activates the heating elements in the probes to prevent further ice buildup. This reaction ensures that the probes remain functional and can continue to monitor for icing conditions effectively. The activation based on actual icing detection helps in optimizing system performance and preventing unnecessary heating when conditions are insufficient for ice formation. The other options do not accurately describe the operational behavior of the Ice Detector probes. For instance, activating the probes immediately upon aircraft power-up might lead to unnecessary heating which is not required unless there are specific icing conditions present. Similarly, activating during taxi operations or only when temperatures drop below freezing does not account for the potential for ice accumulation at temperatures above freezing and under certain environmental conditions, such as high humidity.

4. Will the nose wheel steering be operative after a manual gear extension?

A. Yes

B. No

C. Only for the first flight after extension.

D. Only if the gear is fully locked.

The correct answer indicates that the nose wheel steering will not be operative after a manual gear extension. When the landing gear is extended manually, the associated hydraulic systems that provide steering functionality may not be engaged. This is due to the physical changes in the aircraft's systems when switching from an automatic to a manual extension process. In typical aircraft systems design, certain functionalities are dependent on hydraulic pressure and electrical signals that may become interrupted when the landing gear is extended manually. Therefore, pilots need to be aware that while the aircraft can still land with the gear extended manually, the nose wheel steering capability is not guaranteed until the main gear is fully extended and secured through the typical hydraulic engagement processes. This understanding is crucial for pilots to ensure proper handling during landing and taxiing under manual gear extension conditions.

5. When does the Cockpit Voice Recorder (CVR) begin recording?

A. As soon as electrical power is established

B. Only after takeoff

C. At the start of taxi

D. When the autopilot is engaged

The Cockpit Voice Recorder (CVR) is designed to capture all relevant audio from the cockpit environment, which includes conversations between the flight crew and sounds from both the aircraft systems and any ambient noise. It starts recording as soon as electrical power is established. This capability ensures that all critical information and conversations that may occur prior to the aircraft's movement are documented, providing vital context in the event of an incident. This feature is essential for aviation safety, as it allows investigators to review events leading up to flights, including pre-flight checks and communications, which may inform understanding during investigations into accidents or irregularities. The recording continues until the power is lost, typically at shutdown, capturing a comprehensive timeline of the flight crew's interactions and ambient sounds throughout the entire phase of flight.

6. During engine starting, which statement is NOT true?

A. FADEC will terminate an abnormal start

B. FADEC selects igniters A or B to use

C. No starter cutout indicates starter is still engaged

D. FADEC disables all igniters

The selected answer indicates that the statement regarding FADEC disabling all igniters is not true. During the engine starting process on a Canadair Regional Jet, the Full Authority Digital Engine Control (FADEC) system is designed to actively manage and monitor various parameters to ensure a safe and efficient start sequence. In a normal start, FADEC will engage the igniters and monitor the conditions of the engine closely. It can select between the two igniters—A or B—depending on which one is deemed optimal for the starting conditions. FADEC keeps the igniters activated to support combustion and does not disable them completely during the engine starting sequence. Additionally, if there is an abnormal start detected, FADEC is programmed to terminate the starting process to prevent potential engine damage, ensuring safety. The absence of a starter cutout signal indicates that the starter is still engaged, which could mean that the engine has not yet reached the necessary speed for the start to be confirmed. Thus, the statement about FADEC disabling all igniters is incorrect because FADEC actually maintains igniter operation until engine conditions support a safe ignition.

7. When starting the APU in flight, the APU door opens based on which factors?

A. Temperature and Pressure

B. Airspeed/Mach number and Altitude

C. Engine RPM and Fuel Flow

D. Flight Phase and APU Load

The correct choice indicates that the APU door opens in response to airspeed/Mach number and altitude. This relationship is crucial for ensuring the APU operates effectively and safely while the aircraft is in flight. When the aircraft is airborne, the APU door's operation is closely monitored by the aircraft's systems to optimize airflow and maintain performance. The airspeed or Mach number is important because it influences the aerodynamic conditions around the aircraft, affecting the amount of air entering the APU. Additionally, altitude plays a significant role since as the aircraft ascends or descends, the air density changes, which can impact the APU's performance and cooling needs. Opening the APU door according to these factors ensures that the unit receives adequate airflow for combustion and cooling, preventing any potential overheating or performance issues. The other factors listed do not pertain to the specific conditions necessary for the APU door operation during flight. For example, engine RPM and fuel flow may relate to overall engine performance but do not dictate the APU door's opening mechanism. Similarly, while flight phase and APU load are important considerations, they are not the primary determinants for the door's operation during the specific act of starting the APU in flight.

8. How can one switch from the active to standby pressure controller on the ECS page?

A. By pressing the PRESS CONT switch once

B. By pressing the PRESS CONT switch lights twice

C. By toggling the control knob

D. By resetting the system

Switching from the active to standby pressure controller on the ECS (Environmental Control System) page is done by pressing the PRESS CONT switch lights twice. This action specifically indicates to the system that the operator desires to switch control between the active and standby modes. In practice, when the PRESS CONT switch is pressed once, it may only acknowledge a request or confirm a setting rather than switch the modes. Toggling the control knob is generally associated with adjusting settings rather than switching the controllers. Additionally, resetting the system is a more drastic action that would typically disrupt the current settings rather than smoothly transitioning between controllers. Thus, the requirement for two presses ensures clarity in the intention of switching controls while maintaining system stability.

9. True or False: Landing light lenses are diffused while Taxi Lights are clear.

A. True

B. False

C. Both are clear

D. Both are diffused

Landing light lenses are typically clear to provide maximum illumination during landing, as their primary function is to enhance visibility for both the pilots and for others on the ground when the aircraft is approaching the runway. This clear design allows the light to project effectively, which is crucial during critical phases of flight. Taxi lights, on the other hand, are often diffused. This diffusion helps in spreading the light over a wider area, which aids in illuminating the taxiway and runway during ground operations without being overly harsh or blinding, which is beneficial for both pilots and the surrounding personnel. Thus, stating that landing light lenses are diffused while taxi lights are clear is incorrect, making the assertion that the statement is false accurate. This understanding is essential for proper aircraft operation and safety during various phases of flight.

10. Is it possible to heat both engine cowls using just one engine?

A. Yes

B. No

C. Only if the second engine is off

D. Only during specific flight phases

The correct choice indicates that it is not possible to heat both engine cowls using just one engine due to the design of the aircraft systems. In the Canadair Regional Jet, each engine operates independently, and the heating systems for the engine cowls are specifically tied to their respective engines. When one engine is running, it generates heat and the associated cowl heating system operates for that engine. The heating system for the second engine relies on that engine being operational. Consequently, if one engine is shut down, the system associated with it will not function, and there will be no heat generated for its cowling. This independence of the engine systems ensures that operations can be conducted safely and effectively, but it also means that if one engine is not operating, the respective systems for that engine cannot assist in heating the other engine's cowling.

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://psa-airlinescanadairregionaljetsystems.examzify.com

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