

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. 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. When does the Flight Data Recorder (FDR) start recording?**
 - A. When beacon or strobes are turned on**
 - B. Weight off Wheels**
 - C. Both beacon or strobes and Weight off Wheels**
 - D. When the aircraft takes off**

- 2. Which probe is not heated while the aircraft is on the ground?**
 - A. Total Air Temperature (TAT) probe**
 - B. Static pressure probe**
 - C. Angle of attack probe**
 - D. Beta probe**

- 3. 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**

- 4. What happens when both channels of the left FADEC fail?**
 - A. The right FADEC takes control of the left engine**
 - B. Both engines will continue to operate normally**
 - C. The left engine will fail**
 - D. Left FADEC switches operate separately**

- 5. What is the maximum load that the Air Driven Generator can handle?**
 - A. 10 kVa**
 - B. 15 kVa**
 - C. 20 kVa**
 - D. 25 kVa**

- 6. How do the cargo bottles discharge when activated?**
- A. Both discharge immediately**
 - B. One discharges immediately, the other over 60 minutes**
 - C. Both discharge slowly**
 - D. Both discharge over 30 minutes**
- 7. What happens if the Aft Equipment Bay door becomes unlatched in flight?**
- A. It remains open**
 - B. It should blow closed**
 - C. It detaches from the aircraft**
 - D. It causes an emergency landing**
- 8. What is the primary purpose of the bleed air valves in the aircraft?**
- A. Control cabin temperature**
 - B. Regulate fuel flow**
 - C. Manage pneumatic systems**
 - D. Adjust engine thrust settings**
- 9. What activates the Flight Data Recorder?**
- A. Landing Gear Deployment**
 - B. Beacon or Strobes Switch Selection**
 - C. Engines Running**
 - D. Cabin Lights On**
- 10. Which of the following results occurs if the engine fire system is functioning properly?**
- A. Discharge lights illuminate when armed**
 - B. Squibs on fire bottles remain inactive**
 - C. Only fire bottles for the APU operate**
 - D. Fuel valves cannot be closed**

Answers

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

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Explanations

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1. When does the Flight Data Recorder (FDR) start recording?

- A. When beacon or strobes are turned on**
- B. Weight off Wheels**
- C. Both beacon or strobes and Weight off Wheels**
- D. When the aircraft takes off**

The Flight Data Recorder (FDR) is designed to begin recording data during critical phases of flight to ensure that vital flight information is captured from the moment the aircraft is prepared for takeoff until it is safely on the ground. This occurs when both the beacon or strobes are turned on, indicating the aircraft is active and preparing for departure, and when the weight is off the wheels, marking the transition from ground to flight. Starting the recording upon activation of the beacon or strobes reflects the aircraft's readiness and signaling to the ground personnel that the flight is about to commence. Simultaneously, recording when the weight is off the wheels ensures that data is captured for all phases of flight, including takeoff, climb, cruise, descent, landing, and taxiing. This dual activation means the FDR records relevant data throughout the flight, providing crucial information in the event of an incident or accident. Thus, the accurate moment of recording commences according to the activation of these two important signals, which is why the choice mentioning both conditions is the right answer.

2. Which probe is not heated while the aircraft is on the ground?

- A. Total Air Temperature (TAT) probe**
- B. Static pressure probe**
- C. Angle of attack probe**
- D. Beta probe**

The Total Air Temperature (TAT) probe measures the temperature of the air around the aircraft and is part of the system that helps determine the aircraft's performance and limitations during flight. While it is designed to provide accurate readings under all phases of flight, it does not require heating when the aircraft is on the ground. In contrast, other probes such as the static pressure probe, angle of attack probe, and beta probe may be heated to prevent the accumulation of ice and ensure accurate readings during flight operations. Ice accumulation can interfere with the aerodynamic properties being measured and could potentially lead to erroneous data being fed into the aircraft's systems. Hence, the TAT probe is managed differently, relying on flight conditions to ensure its accurate operation.

3. 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.

4. What happens when both channels of the left FADEC fail?

- A. The right FADEC takes control of the left engine
- B. Both engines will continue to operate normally
- C. The left engine will fail**
- D. Left FADEC switches operate separately

When both channels of the left FADEC (Full Authority Digital Engine Control) fail, the most likely outcome is that the left engine will cease to operate properly. The FADEC is responsible for managing the engine's performance by overseeing fuel flow, engine start/stop, and various other critical functions. If both channels fail, there's no longer any command or modulation from the FADEC for the left engine, which typically leads to a loss of control and resultant engine failure. In contrast, the right FADEC can only control its own engine and does not take over control of the left engine when the left FADEC fails; this limitation in cross-channel operation is a critical aspect of FADEC system design. Therefore, without the operational input from the left FADEC, the left engine would not be able to function as intended, making it likely to fail.

5. What is the maximum load that the Air Driven Generator can handle?

- A. 10 kVa
- B. 15 kVa**
- C. 20 kVa
- D. 25 kVa

The maximum load that the Air Driven Generator can handle is 15 kVa. This rating is crucial for understanding the power capabilities of the generator, especially in terms of supporting various aircraft systems during operations. The generator's capacity determines the total electrical load it can supply without exceeding its operational limits, ensuring the safety and efficiency of the aircraft systems that rely on this power source. The 15 kVa specification aligns with the technical characteristics of the Air Driven Generator utilized in the Canadair Regional Jet systems, indicating its suitability for supporting the essential electrical systems during flight and ground operations. Knowing the generator's limit assists in effective load management and operational planning, especially when multiple systems are in use simultaneously.

6. How do the cargo bottles discharge when activated?

- A. Both discharge immediately
- B. One discharges immediately, the other over 60 minutes**
- C. Both discharge slowly
- D. Both discharge over 30 minutes

The correct answer is based on the operational protocol for the cargo fire suppression system in the Canadair Regional Jet. When the cargo bottles are activated, the discharge process is specifically designed to ensure both effectiveness and safety. One of the bottles releases its content immediately to quickly suppress any fire that may be present, while the second bottle has a delayed discharge that lasts over 60 minutes. This staggered approach allows for additional suppression of any residual heat or potential re-ignition that could occur after the initial response. The immediate discharge ensures that fires are managed right away, thus minimizing potential damage and risks associated with fire in the cargo area, while the secondary discharge sustains the suppression effort, effectively managing any further fire risks for a longer duration. Understanding this operational detail is crucial for the safe management of cargo compartments on the aircraft, as it reflects the balance between quick response and prolonged protection against ignition.

7. What happens if the Aft Equipment Bay door becomes unlatched in flight?

- A. It remains open**
- B. It should blow closed**
- C. It detaches from the aircraft**
- D. It causes an emergency landing**

When the Aft Equipment Bay door becomes unlatched during flight, it is designed with a mechanism that should cause it to blow closed due to differences in pressure. The aerodynamic forces created by the high-speed flight lead to a situation where the external air pressure can push the door back into its closed position, securing it against the aircraft structure. This feature is crucial for maintaining the safety and integrity of the aircraft, as it helps prevent the door from remaining open, which could lead to more serious risks such as cabin depressurization or interference with flight controls. The engineering behind the Aft Equipment Bay door ensures that, even in an abnormal situation where it becomes unlatched, the chances of it remaining open are minimized, thereby reducing the likelihood of any urgent or emergency procedures needing to be enacted. The design aims to maintain operational safety without necessitating an immediate emergency landing unless other factors dictate that course of action.

8. What is the primary purpose of the bleed air valves in the aircraft?

- A. Control cabin temperature**
- B. Regulate fuel flow**
- C. Manage pneumatic systems**
- D. Adjust engine thrust settings**

The primary purpose of the bleed air valves in an aircraft, particularly in systems like those found on the PSA Airlines Canadair Regional Jet, is to manage pneumatic systems. Bleed air is extracted from the aircraft's engines or environmental control systems and is crucial for various pneumatic applications. This includes starting the engines, activating the air conditioning systems, and powering de-icing mechanisms. The management of bleed air is critical for maintaining the proper functioning of these systems. The bleed air valves control the flow of this compressed air and ensure that the correct amount is available when needed for these operations. In contrast, while controlling cabin temperature and regulating fuel flow are important functions onboard an aircraft, these processes rely on different systems and mechanisms. Engine thrust adjustments are generally handled by the engine control systems rather than bleed air management. Therefore, understanding the role of bleed air valves helps clarify how various systems within the aircraft are interrelated and contributes to overall operational efficiency and safety.

9. What activates the Flight Data Recorder?

- A. Landing Gear Deployment
- B. Beacon or Strobes Switch Selection**
- C. Engines Running
- D. Cabin Lights On

The Flight Data Recorder (FDR) is an essential component of an aircraft's safety and incident investigation system. It is designed to capture flight parameters and performance data, which can be critical following an accident or incident. One of the primary triggers for the FDR to begin recording data is the activation of the beacon or strobe lights. When the beacon or strobe lights are selected, it indicates that the aircraft is in a state of alert, such as during takeoff, approach, or landing. This selection provides a safety measure, ensuring that the FDR captures critical data during the most crucial phases of flight when incidents are more likely to occur. By recording data from these moments, investigators can analyze flight operations and understand the circumstances leading up to any irregularities. While other options like landing gear deployment, engines running, and cabin lights being turned on are important aspects of flight operations, they do not specifically serve as direct triggers for initiating the recording process for the Flight Data Recorder. Typically, the FDR's activation is closely tied to the operational state of the aircraft regarding its visibility and readiness for critical phases of flight, which is why selecting the beacon or strobe switch is the correct indicator of FDR activation.

10. Which of the following results occurs if the engine fire system is functioning properly?

- A. Discharge lights illuminate when armed**
- B. Squibs on fire bottles remain inactive
- C. Only fire bottles for the APU operate
- D. Fuel valves cannot be closed

The result that occurs when the engine fire system is functioning properly is that discharge lights illuminate when armed. This is a critical safety feature of the fire suppression system. When the system is armed, the illumination of the discharge lights indicates that the fire bottles are ready to be activated in the event of a fire. The presence of illuminated lights serves as a visual confirmation for the crew that the fire suppression system is operational and prepared to discharge extinguishing agents if a fire is detected. This functionality is essential for ensuring the safety of both the aircraft and its occupants in case of an engine or APU fire. In contrast, the other options pertain to scenarios that would not indicate a properly functioning system. For example, if squibs remain inactive, it may suggest an issue with the fire suppression system, indicating that the fire bottles are not ready to discharge. Similarly, if only fire bottles for the APU were operating, it would imply that the system is not functioning as intended for the engines. Lastly, if fuel valves were unable to be closed, it would point to a malfunction that could exacerbate a fire situation, contradicting the expected performance of a functioning fire system.

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!

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