PSA AIRLINES CANADAIR REGIONAL JET SYSTEMS (PSA-CRJ) PRACTICE EXAM (SAMPLE)

STUDY GUIDE

SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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

1. What is the effect of pressing both TOGA buttons during a takeoff sequence?

A. Prepares the aircraft for taxi

B. Engages takeoff thrust settings

C. Adjusts autopilot settings

D. Activates engine anti-ice

2. What is the power priority for AC BUS 2?

A. Gen1, Gen2, APU Gen, Ext PWR

B. Onside, APU, Offside, Exterior

C. APU, GEN1, GEN2, Ext PWR

D. Gen2, APU Gen, GEN1, Ext PWR

3. What must the pilot do after deploying the ADG to restore the AC ESS Bus?

A. Activate the APU

B. Stow the ADG Manual Deploy Handle and press the PWR TXFER OVERRIDE button

C. The pilot does nothing

D. Manually reset the bus on the control panel

4. What happens to the Ice Detector probes when icing conditions are met?

A. They stop vibrating

B. They begin heating

C. Their vibration frequency increases

D. Their battery power is reduced

5. From which power source are fire protection items powered?

A. Main Bus

B. DC Emer Bus

C. Battery Bus

D. AC Bus

6. What component protects each generator from over/under voltage and frequency?

A. Voltage Control Unit (VCU)

B. Generator Control Unit (GCU)

C. Power Supply Monitor (PSM)

D. Electrical Distribution Unit (EDU)

7. During single engine taxiing, which hydraulic pumps are operational in normal conditions?

A. Only pump 1A

B. Pumps 2A and 3B

C. 2A and all the B pumps (and 3A)

D. Only all B pumps

8. When are landing gear indications removed from EICAS?

A. 10 seconds after gear is up and locked.

B. 20 seconds after gear is up and locked.

C. 30 seconds after gear is up and locked.

D. When the flaps are retracted.

9. In flight, when will the AC Utility buses automatically load-shed?

A. When battery power is low

B. Upon landing

C. Never

D. During engine start

10. Which statement is true regarding the operation of the navigation radios?

A. The radios must always be in auto tune

B. They can be switched to manual tune at any time

C. Auto tune can cause interference during landing

D. White needles must display for optimal navigation

Answers

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

Explanations

1. What is the effect of pressing both TOGA buttons during a takeoff sequence?

A. Prepares the aircraft for taxi

B. Engages takeoff thrust settings

C. Adjusts autopilot settings

D. Activates engine anti-ice

Pressing both TOGA (Takeoff/Go-Around) buttons during a takeoff sequence is crucial as it engages the takeoff thrust settings for the aircraft. These buttons are effectively a signal to the engines to produce maximum thrust, which is essential for safe and effective takeoff. By activating the TOGA mode, the engines are commanded to provide the necessary power to ensure that the aircraft can reach the appropriate speeds for takeoff and ensure a safe climb out. The TOGA setting is particularly important in scenarios where an increase in thrust is required due to factors such as adverse weather conditions, heavy payload, or a need to abort a takeoff for safety reasons. This setting is designed to optimize the engine performance while maintaining engine parameters within safe operating limits. This ensures that the aircraft has enough power to ascend efficiently and that safety is prioritized during critical phases of flight. In contrast, the other options do not accurately describe the function of the TOGA buttons within the context of a takeoff sequence. For example, preparing the aircraft for taxi, adjusting autopilot settings, or activating engine anti-ice do not relate to the immediate thrust management needed for takeoff, which is why the engagement of takeoff thrust settings accurately reflects the purpose of the TOGA

2. What is the power priority for AC BUS 2?

A. Gen1, Gen2, APU Gen, Ext PWR

B. Onside, APU, Offside, Exterior

C. APU, GEN1, GEN2, Ext PWR

D. Gen2, APU Gen, GEN1, Ext PWR

The power priority for AC BUS 2 indicates the order in which power sources are utilized when supplying electricity to the bus within the aircraft's electrical system. The correct answer reflects the established sequence of power sources that provide electricity to AC BUS 2. In this case, the priority begins with Gen2 as the first source of power, followed by APU Generator, then GEN1, and finally, External Power. This order is important to understand, as it ensures that the most reliable and available power source is used first, which helps maintain electrical system stability and functionality. Having Gen2 at the top of the priority list signifies that the system prioritizes on-board generated power from the left engine, followed by the auxiliary power unit (APU) and then switching to GEN1 if required. External power is the last resort, indicating that it is used only when all other options are not available. This hierarchy is critical for safe operations, especially during phases of flight where engine power might not be available.

3. What must the pilot do after deploying the ADG to restore the AC ESS Bus?

A. Activate the APU

B. Stow the ADG Manual Deploy Handle and press the PWR TXFER OVERRIDE button

C. The pilot does nothing

D. Manually reset the bus on the control panel

When the pilot deploys the Air Driven Generator (ADG), the primary goal is to restore electrical power, specifically to the AC ESS Bus, which is crucial for essential aircraft systems. Once the ADG is deployed and functioning correctly, the pilot must take specific steps to ensure that the power transfer is properly established and that the aircraft gains maximum efficiency from its power sources. The correct action involves stowing the ADG Manual Deploy Handle and pressing the PWR TXFER OVERRIDE button. This process is essential as it ensures that the ADG can properly transfer power to the AC ESS Bus after deployment. The stowing of the handle prevents any accidental re-deployment of the ADG, while the PWR TXFER OVERRIDE button is a critical component that allows the pilot to manage the power transfer effectively. By completing these actions, the pilot facilitates the integration of the ADG's power into the aircraft's electrical system, thus ensuring that the necessary bus receives power and operates effectively. This process is integral for maintaining the safety and functionality of onboard systems, especially when the aircraft is in a compromised electrical situation.

4. What happens to the Ice Detector probes when icing conditions are met?

A. They stop vibrating

B. They begin heating

C. Their vibration frequency increases

D. Their battery power is reduced

When icing conditions are met, the Ice Detector probes activate a heating element to prevent ice from accumulating on their surfaces. This heating is essential to ensure the probes remain functional and accurately assess the presence of ice. By beginning to heat, the probes can effectively detect icing conditions without being compromised by ice buildup. This response is critical for maintaining safety and operational integrity, allowing the aircraft systems to react appropriately to icing hazards.

5. From which power source are fire protection items powered?

A. Main Bus

B. DC Emer Bus

C. Battery Bus

D. AC Bus

Fire protection items on the PSA Airlines Canadair Regional Jet are powered from the DC Emergency Bus. This bus is specifically designed to provide power to critical systems in the event of an electrical failure. Fire protection systems, which include alerting mechanisms and suppression systems, are essential for safety and must remain operational regardless of the aircraft's power supply status. By using the DC Emergency Bus, these systems ensure that they can function independently from the main power sources, which could potentially be compromised in an emergency. This design philosophy enhances the aircraft's overall safety, as it allows for the continuation of fire protection capabilities even if there are failures in the normal power supply routes. While other buses in the aircraft, such as the Main Bus, Battery Bus, and AC Bus, serve various functions, they do not specifically provide the same level of redundancy for critical safety systems like the DC Emergency Bus does. This makes the latter the appropriate power source for fire protection items.

6. What component protects each generator from over/under voltage and frequency?

A. Voltage Control Unit (VCU)

B. Generator Control Unit (GCU)

C. Power Supply Monitor (PSM)

D. Electrical Distribution Unit (EDU)

The Generator Control Unit (GCU) is responsible for monitoring and protecting the generator from overvoltage, undervoltage, and overfrequency conditions. It ensures that the electrical output remains within acceptable limits for safe and efficient operation. The GCU continuously assesses the operational parameters of the generator, managing its performance by responding to variations in voltage and frequency, which can occur due to changes in load or other system conditions. The GCU plays a crucial role in maintaining generator integrity and preventing potential damage that could arise from operating outside of specified limits. This means that if the system detects conditions that fall outside the acceptable voltage or frequency range, the GCU can take corrective actions such as disconnecting the generator from the system to protect it. In contrast, while the Voltage Control Unit, Power Supply Monitor, and Electrical Distribution Unit also play important roles in the aircraft's electrical system, they do not specifically focus on the protective functions regarding over/under voltage and frequency for the generator in the same way as the GCU.

7. During single engine taxiing, which hydraulic pumps are operational in normal conditions?

A. Only pump 1A

B. Pumps 2A and 3B

C. 2A and all the B pumps (and 3A)

D. Only all B pumps

In the context of the Canadair Regional Jet Systems, during single-engine taxiing conditions, it is essential to understand the functioning of hydraulic systems to ensure proper aircraft operation. The correct answer indicates that pumps 2A and all the B pumps (which include 3B) are operational. This configuration is crucial because it allows for adequate hydraulic pressure to power essential systems while minimizing the load on the operating engine. Specifically, pump 2A operates independently to provide hydraulic pressure, while the B pump series (including 3B) also continues to function, ensuring that critical flight control surfaces and landing gear can still be effectively operated even with one engine in use. This setup ensures redundancy and safety, which are vital in maintaining control of the aircraft under such conditions. The operation of both 2A and the B pumps allows the pilots to have a reliable system on hand, which is especially important during taxiing when the risk of requiring prompt response from hydraulic systems is elevated. In summary, the functionality of 2A along with all the B pumps provides the necessary hydraulic power for critical systems during a single-engine taxiing scenario, thereby making this answer the most appropriate choice.

8. When are landing gear indications removed from EICAS?

A. 10 seconds after gear is up and locked.

B. 20 seconds after gear is up and locked.

C. 30 seconds after gear is up and locked.

D. When the flaps are retracted.

Landing gear indications are removed from the Engine Indication and Crew Alerting System (EICAS) 30 seconds after the landing gear is up and locked. This behavior is part of the aircraft's design to streamline the information presented to the pilots and reduce clutter in the EICAS displays. Once the landing gear is confirmed to be in the up and locked position, the system allows a brief period for pilots to verify the status and ensures that if any abnormalities occur during this time, the pilots are still aware of the gear's position. After 30 seconds, if no further issues are detected, the indications are removed to focus on more critical information related to the flight. This approach helps in prioritizing necessary data while maintaining safety awareness during the gear retraction phase of flight.

9. In flight, when will the AC Utility buses automatically load-shed?

A. When battery power is low

B. Upon landing

C. Never

D. During engine start

The AC Utility buses are designed to provide power to various electrical systems on the aircraft while managing the load on the electrical system effectively. They will automatically load-shed in response to specific conditions to maintain proper operation. While it may seem plausible to think that the buses would shed load during situations like engine starting or when power sources are low, in the case of the AC Utility buses specifically, they function to maintain power to essential systems without automatic disconnection under normal operations. For example, battery power can be monitored, but the AC Utility buses will not automatically shed load merely because battery capacity is reduced; instead, management and prioritization of power distribution would typically be handled manually depending on operational necessity. Thus, the most accurate answer reflects that the buses are generally designed to remain operational and do not load-shed automatically during typical phases of flight, such as landing or engine starts, making the choice that indicates they never automatically shed load the correct one.

10. Which statement is true regarding the operation of the navigation radios?

A. The radios must always be in auto tune

B. They can be switched to manual tune at any time

C. Auto tune can cause interference during landing

D. White needles must display for optimal navigation

The statement regarding the operation of navigation radios being true is that white needles must display for optimal navigation. In aviation, especially in the context of navigation radios, optimal navigation relies on proper tuning and indication of the navigation signals. The white needles refer to the indicators on the navigation display that provide a visual representation of the aircraft's position relative to a navigation aid, such as a VOR (VHF Omnidirectional Range) or an ILS (Instrument Landing System). For pilots to accurately navigate, these indicators must show the correct data, and it is crucial for maintaining situational awareness and ensuring safe approach and landing procedures. When the white needles are correctly displayed, it indicates that the navigation system is receiving signals appropriately from the ground-based navigation aids, allowing the crew to effectively determine and maintain their flight path. Proper indication is vital during phases of flight such as approach and landing when accurate navigation is essential for safety.

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:

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