

PSA AIRLINES CRJ 700 & 900 SYSTEMS PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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

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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. Which ignition exciter is powered by the battery bus through a static inverter?**
 - A. Exciter A
 - B. Exciter B
 - C. Both
 - D. None
- 2. What is COM three used for?**
 - A. Acars
 - B. Weather radar
 - C. ADF
 - D. DME
- 3. If the cabin altitude caution message exists, what altitude range is indicated?**
 - A. 8500 to 10000 feet
 - B. 0 to 2000 feet
 - C. 12000 to 14000 feet
 - D. 2000 to 4000 feet
- 4. From an accumulator charge, how many brake applications are available?**
 - A. Up to four
 - B. Up to six
 - C. Up to eight
 - D. Up to ten
- 5. What is the power transfer override button used for?**
 - A. To transfer the AC essential bus back to normal power once a generator is regained after ADG deployment.
 - B. To transfer the DC emergency bus to the AC bus during normal operation.
 - C. To isolate the APUs from the essential power.
 - D. To reset the hydraulic pump when a leak is detected.

6. What happens if there is an engine driven pump problem?

- A. The pump self-repairs
- B. An alarm sounds but system continues
- C. A Shut off valve isolates the pump from the system
- D. The system automatically fails

7. How is the speed of the wipers determined when in use?

- A. The last switch used to make a selection will determine the speed of both wipers.
- B. The wipers always run at a fixed speed.
- C. The pilot selects a speed from a control panel.
- D. The speed is determined by airspeed.

8. How are the slats and flaps operated?

- A. By electric motors that move mechanical actuators and torque tubes.
- B. By hydraulic cylinders
- C. By pneumatic actuators
- D. By manual cranks

9. What drives the accessory gearbox?

- A. The N2 compressor, which is driven by the high-pressure turbine.
- B. The N1 fan, driven by the low-pressure turbine.
- C. The accessory gearbox is driven directly by the engine core.
- D. The fuel pump drives the accessory gearbox.

10. What happens if both FADEC channels fail or the FADEC loses power?

- A. The engine will fail
- B. The engine flares up
- C. The engine continues on standby
- D. The engine will reduce thrust but continue

Answers

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

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Explanations

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1. Which ignition exciter is powered by the battery bus through a static inverter?

- A. Exciter A
- B. Exciter B**
- C. Both
- D. None

Ignition exciters are there to provide reliable spark to ignite the fuel-air mixture, and the CRJ uses two for redundancy. One of these exciters is fed from the battery bus through a static inverter, which lets the ignition system keep working even if the main generators aren't providing power. The static inverter converts the battery's DC into the form of power the exciter needs, ensuring spark timing is maintained during engine start or electrical faults. The other exciter is powered from the normal power sources and wouldn't run if those sources fail. So the ignition exciter that relies on the battery bus through the static inverter is the one that keeps ignition available when primary power isn't there.

2. What is COM three used for?

- A. Acars**
- B. Weather radar
- C. ADF
- D. DME

COM three is the VHF data-link channel dedicated to ACARS. ACARS (Aircraft Communications Addressing and Reporting System) handles automatic, text-style messages between the airplane and ground stations or airline operations centers. This lets the flight send and receive operational data—such as flight plans, weather updates, company messages, and maintenance reports—without using voice channels. While voice communications use COM inputs like COM one and COM two, COM three is set up specifically for ACARS data transfers, so it isn't used for talking to air traffic control or other stations. Weather radar, ADF, and DME are separate systems with their own purposes—weather detection, navigation relative to NDBs, and distance measuring to VOR/DME beacons, respectively.

3. If the cabin altitude caution message exists, what altitude range is indicated?

- A. 8500 to 10000 feet**
- B. 0 to 2000 feet
- C. 12000 to 14000 feet
- D. 2000 to 4000 feet

Cabin altitude caution appears when the cabin is pressurized but the cabin altitude has risen into a mid-range level. For the CRJ 700/900, that caution is shown when cabin altitude is roughly between 8,500 and 10,000 feet. It signals that the pressurization system isn't within normal limits yet isn't at the more dangerous level that would trigger a warning. If the altitude climbs higher, you'd move into a higher alert, and corrective actions would be required. The other ranges are either normal operating levels (0–2,000 ft) or indicate a more severe condition (12,000–14,000 ft) that would produce a warning rather than a caution.

4. From an accumulator charge, how many brake applications are available?

- A. Up to four
- B. Up to six**
- C. Up to eight
- D. Up to ten

Brake accumulators provide a stored-energy source for the wheel brakes when normal hydraulic power isn't available. The CRJ 700/900 is designed so that a fully charged accumulator can deliver about six full brake applications. This finite number gives you a predictable amount of deceleration available in a hydraulic-power outage, after which braking energy from the accumulator is exhausted and further braking must wait for hydraulic power to be restored. So, from an accumulator charge, you have up to six brake applications.

5. What is the power transfer override button used for?

- A. To transfer the AC essential bus back to normal power once a generator is regained after ADG deployment.**
- B. To transfer the DC emergency bus to the AC bus during normal operation.
- C. To isolate the APUs from the essential power.
- D. To reset the hydraulic pump when a leak is detected.

The main idea is how power is shared between sources when the electrical system is in a degraded state and then returns to normal. During an electrical abnormality, the AC essential bus may be powered by the alternate power source (ADG) to keep critical systems alive. When a generator comes back online, you want to switch the AC essential bus back to the normal generator source instead of continuing to rely on the ADG. The power transfer override button is the manual control that forces that retransfer, overriding automatic logic so you can promptly restore normal power to the essential bus once a capable generator is available. It doesn't affect the DC buses, APUs, or hydraulic systems, and it's not used to reset pumps.

6. What happens if there is an engine driven pump problem?

- A. The pump self-repairs
- B. An alarm sounds but system continues
- C. A Shut off valve isolates the pump from the system**
- D. The system automatically fails

The system is designed to isolate a faulty engine-driven pump. When the engine-driven pump has a problem, a shut-off valve closes to isolate that pump from the hydraulic system. This prevents fluid loss or contamination from the failed pump and protects the rest of the hydraulic circuit, allowing the remaining pumps to continue supplying hydraulic power for essential functions. The other options don't fit because the pump doesn't repair itself, an alarm alone doesn't automatically keep the system fully functional, and the entire system isn't designed to automatically fail due to a single pump fault.

7. How is the speed of the wipers determined when in use?

- A. The last switch used to make a selection will determine the speed of both wipers.**
- B. The wipers always run at a fixed speed.
- C. The pilot selects a speed from a control panel.
- D. The speed is determined by airspeed.

The windscreen wipers on this aircraft use a shared speed setting that's determined by whichever wiper switch was last moved. In other words, the last switch you operate sets the speed for both wipers, and they will run at that speed until you change it again. This keeps both wipers synchronized and avoids any mismatch in speed. It isn't tied to airspeed, and they aren't fixed at one speed; it's the most recent control input that dictates the current wiper speed.

8. How are the slats and flaps operated?

- A. By electric motors that move mechanical actuators and torque tubes.**
- B. By hydraulic cylinders
- C. By pneumatic actuators
- D. By manual cranks

Slats and flaps on the CRJ 700/900 are driven by electric motors that power mechanical actuators connected through torque tubes. When a flap setting is commanded, electrical power runs the motor, which turns a drive mechanism to push and pull the actuators attached to the leading edge slats and trailing edge flaps. The torque tubes run along the wing to transfer that motion to all surfaces in a synchronized way, so the slats and flaps deploy and retract in coordinated positions. This electric, mechanically linked setup avoids the need for hydraulic/pneumatic actuation for these surfaces and allows precise, automated sequencing from the flap control system. Manual cranks aren't used in normal operation, and hydraulic or pneumatic actuators would add more fluid power plumbing and components.

9. What drives the accessory gearbox?

- A. The N2 compressor, which is driven by the high-pressure turbine.**
- B. The N1 fan, driven by the low-pressure turbine.
- C. The accessory gearbox is driven directly by the engine core.
- D. The fuel pump drives the accessory gearbox.

Accessory gearboxes are driven by the high-pressure spool. In this engine, the N2 system—the high-pressure compressor powered by the high-pressure turbine—provides the drive to the gearbox through a drive shaft. That arrangement keeps the accessories (fuel pumps, hydraulic pumps, generators, etc.) fed with a stable, high-speed source across operating conditions. The low-pressure (N1) spool is not used to drive the AGB because its speed varies more with throttle and flight regime, and the core drive isn't a direct, reliable method for accessory power. Fuel pumps don't drive the gearbox, and saying the gearbox is driven directly by the engine core is too vague for this mechanical arrangement.

10. What happens if both FADEC channels fail or the FADEC loses power?

- A. The engine will fail**
- B. The engine flares up
- C. The engine continues on standby
- D. The engine will reduce thrust but continue

The main idea is that FADEC is the sole authority for how the engine is fuelled and governed. It continuously meters fuel and controls engine parameters to maintain the desired thrust. With two channels, the system has redundancy, so a single channel failure or a loss of FADEC power can be tolerated and the engine can still be controlled by the remaining channel. If both FADEC channels fail or the FADEC loses power, there is no electronic control over fuel flow anymore. The engine's primary means of metering and governing thrust is gone, and the CF34 FADEC has no mechanical backup to take over. Without that control, the engine cannot maintain stable operation and will shut down, i.e., the engine will fail.

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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!

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