

PSA JON'S IMMEDIATE ACTION ITEMS & LIMITATIONS PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. What is the maximum pressure differential allowed during initial landing (at touchdown)?**
 - A. 0.1 psi
 - B. 1.0 psi
 - C. 280 KIAS
 - D. 220 KIAS
- 2. When the ambient temperature is -30°C or below, what must be verified about the bulk fuel temperature before flight?**
 - A. Must be below -29°C
 - B. Must be above -29°C
 - C. Must be above 0°C
 - D. Must be below -10°C
- 3. What type of documentation supports follow-up on Immediate Action Items?**
 - A. Meeting notes
 - B. Incident reports and action logs
 - C. Training manuals
 - D. Management reviews
- 4. Who is primarily responsible for ensuring the effectiveness of Immediate Action Items?**
 - A. Only management
 - B. The entire team involved
 - C. A designated safety officer alone
 - D. External consultants
- 5. Which of the following factors affects takeoff and landing limits?**
 - A. Air traffic control instructions
 - B. Runway elevation
 - C. Wind direction
 - D. Peak wind values

6. Define the term "scope creep" in relation to Immediate Action Items.

- A. The sudden loss of focus on the main objectives
- B. The gradual expansion of the focus of an IAI beyond its original intent
- C. The addition of new team members during execution
- D. The temporary suspension of an IAI

7. What is the maximum flap extended speed (Vfe) for Flaps 20?

- A. 230 KIAS
- B. 220 KIAS
- C. 185 KIAS
- D. 170 KIAS

8. What should thrust be kept below for credit towards the cooldown period?

- A. 60% N2
- B. 70% N2
- C. 80% N2
- D. 90% N2

9. What is the maximum allowable difference between field elevation and altimeter display?

- A. 50 feet
- B. 75 feet
- C. 100 feet
- D. 150 feet

10. What is the maximum takeoff weight for a CRJ-900?

- A. 75,100 pounds
- B. 84,500 pounds
- C. 80,000 pounds
- D. 85,000 pounds

Answers

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

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Explanations

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1. What is the maximum pressure differential allowed during initial landing (at touchdown)?

- A. 0.1 psi
- B. 1.0 psi**
- C. 280 KIAS
- D. 220 KIAS

The correct answer is based on the guidelines for safe landing procedures in aviation, which specify that during initial landing at touchdown, a maximum pressure differential of 1.0 psi is allowed. This pressure differential is critical as it helps ensure that the aircraft is capable of maintaining structural integrity and safety during the landing phases. Pressure differentials play an essential role in the performance of the aircraft's systems, particularly in pressurized cabins, and exceeding the recommended limits can lead to potential system failures or structural issues. The other options provided relate to different contexts within aviation, specifically airspeed rather than pressure differential. The inclusion of speeds, like 280 KIAS and 220 KIAS, reflects operational limits related to aircraft performance in different phases of flight but do not pertain directly to pressure differentials during landing. The focus here is solely on the pressure aspect, making 1.0 psi the relevant figure for touchdown conditions.

2. When the ambient temperature is -30°C or below, what must be verified about the bulk fuel temperature before flight?

- A. Must be below -29°C
- B. Must be above -29°C**
- C. Must be above 0°C
- D. Must be below -10°C

When the ambient temperature is -30°C or below, it is essential to verify that the bulk fuel temperature is above -29°C before flight to ensure proper fuel performance and reduce the risk of fuel-related issues. At extremely low temperatures, the characteristics of fuel can change, leading to potential problems such as fuel gelling or icing, which could significantly affect engine performance and reliability. Maintaining the bulk fuel temperature above -29°C helps to ensure that the fuel remains in a proper state for operation, thereby minimizing the risk of engine malfunctions during flight. This is particularly critical in maintaining safe operational procedures, as inadequate fuel temperature may compromise the safety and effectiveness of the flight. In colder conditions, the properties of the fuel must be monitored closely, and adhering to this requirement supports safe flying operations.

3. What type of documentation supports follow-up on Immediate Action Items?

- A. Meeting notes
- B. Incident reports and action logs**
- C. Training manuals
- D. Management reviews

The appropriate type of documentation that supports follow-up on Immediate Action Items is incident reports and action logs. These documents are specifically designed to track events, responses, and the actions taken after an incident occurs. Incident reports provide a detailed account of what happened, along with any immediate actions that were taken, while action logs serve as a record of tasks that need to be completed or have been completed in response to identified issues or incidents. This type of documentation is crucial because it allows for proper tracking of the effectiveness of the responses, enables future adjustments, and helps ensure accountability for follow-up actions taken to address the situation. In contrast, meeting notes typically summarize discussions but may not capture the full details of specific actions or their outcomes. Training manuals focus on procedures and guidelines rather than on tracking specific incidents and their resolutions. Management reviews are broader evaluations that assess overall performance and strategy, rather than providing the detailed, actionable follow-up necessary for immediate action items.

4. Who is primarily responsible for ensuring the effectiveness of Immediate Action Items?

- A. Only management
- B. The entire team involved**
- C. A designated safety officer alone
- D. External consultants

The effectiveness of Immediate Action Items is a shared responsibility among the entire team involved. This collaborative approach ensures that all members contribute their insights and expertise, which is crucial for identifying potential risks and implementing effective actions. When everyone participates, diverse perspectives come into play, enhancing the team's ability to assess situations comprehensively and make informed decisions. Management may provide oversight and direction, but they alone cannot effectively implement immediate actions without the input and engagement of the entire team. Similarly, having a designated safety officer or relying solely on external consultants limits the perspective and firsthand experience that team members possess. Engaging the whole team fosters accountability and encourages a culture of safety and proactive problem solving, which is necessary for the successful application of Immediate Action Items.

5. Which of the following factors affects takeoff and landing limits?

- A. Air traffic control instructions
- B. Runway elevation
- C. Wind direction
- D. Peak wind values**

The correct choice is focused on peak wind values, which significantly affect takeoff and landing limits. During both of these critical phases of flight, wind can have a profound impact on an aircraft's performance. Peak wind values denote the maximum wind speeds that can be tolerated in relation to the aircraft's operational capabilities. High wind gusts, particularly during takeoff and landing, can lead to issues such as loss of control, increased landing distances, and difficulty in maintaining directional control. Understanding how peak wind values interact with an aircraft's ability to safely operate is crucial for pilots. They must consider these factors when planning a flight, as excessive wind speeds can dictate whether a takeoff or landing should proceed or whether a diversion is necessary. While air traffic control instructions guide traffic flow and may influence timing and operations at airports, they do not directly impact the aircraft's performance limits. Runway elevation impacts air density and can affect engine performance but not to the same immediate extent as wind values during critical phases. Wind direction is also important as it affects runway selection and approach paths but is generally a broader consideration that ties into broader wind conditions rather than specific peak values.

6. Define the term "scope creep" in relation to Immediate Action Items.

- A. The sudden loss of focus on the main objectives
- B. The gradual expansion of the focus of an IAI beyond its original intent**
- C. The addition of new team members during execution
- D. The temporary suspension of an IAI

Scope creep refers to the gradual expansion of the focus of an Immediate Action Item (IAI) beyond its original intent. In the context of project management and operations, this term describes a situation where additional tasks, features, or objectives are added to a project without proper management or control. Such expansions typically occur without corresponding adjustments to resources, timelines, or budgets, which can jeopardize the successful completion of the initial objectives. When managing IAIs, it is crucial to maintain a clear definition of the initial goals to ensure that attention remains focused and resources are allocated effectively. If the scope begins to stretch beyond what was originally planned, it can lead to confusion, inefficiencies, and ultimately the failure to achieve the intended outcomes. Therefore, recognizing and managing scope creep is essential for maintaining the integrity and success of Immediate Action Items.

7. What is the maximum flap extended speed (Vfe) for Flaps 20?

- A. 230 KIAS
- B. 220 KIAS**
- C. 185 KIAS
- D. 170 KIAS

The maximum flap extended speed (Vfe) for Flaps 20 is 220 KIAS. This speed represents the upper limit at which the flaps can be safely extended without risking structural damage or aerodynamic issues. Operating at or below this speed ensures that the aircraft maintains controllability and stability while the flaps are deployed, which is crucial during landing and low-speed maneuvers. When flying with flaps extended, pilots must adhere to Vfe to optimize performance and safety. Exceeding this speed allows for the potential of aerodynamic stall or other complications due to abrupt airflow changes caused by the extended flaps. Therefore, understanding and correctly applying Vfe is fundamental for effective and safe aircraft operations.

8. What should thrust be kept below for credit towards the cooldown period?

- A. 60% N2
- B. 70% N2
- C. 80% N2**
- D. 90% N2

Keeping thrust below 80% N2 is necessary to ensure that the aircraft maintains operational integrity and does not exceed the limitations set forth for safe cooldown periods. This threshold is crucial for both engine health and the overall safety of the flight operation. When thrust is maintained under this level, it allows for a sufficient cooldown time that prevents potential overheating or undue stress on engine components. Adhering to this guideline supports compliance with operational procedures designed for the longevity and reliability of the engine, thus promoting the safety and efficiency of flight operations.

9. What is the maximum allowable difference between field elevation and altimeter display?

- A. 50 feet
- B. 75 feet**
- C. 100 feet
- D. 150 feet

The maximum allowable difference between field elevation and altimeter display is 75 feet. This standard is crucial for ensuring safety and accuracy in aviation operations, as discrepancies can lead to improper altitude awareness, which is critical during takeoff, landing, and in-flight navigation. An altimeter that deviates by more than this maximum limit may indicate a potential malfunction or calibration issue, which can have serious implications in flight operations. Maintaining a strict limit helps pilots and air traffic control to ensure that aircraft are at the correct altitude relative to the ground level, thereby reducing the risk of accidents that could arise from altitude misestimations. Thus, the established limit of 75 feet serves to facilitate safe operations and provide a clear standard for ensuring that altimeter readings remain reliable and accurate in relation to actual field elevation.

10. What is the maximum takeoff weight for a CRJ-900?

- A. 75,100 pounds
- B. 84,500 pounds**
- C. 80,000 pounds
- D. 85,000 pounds

The maximum takeoff weight for a CRJ-900 is 84,500 pounds. This specification is important because it defines the upper limit of weight the aircraft can safely take off while ensuring compliance with performance criteria, safety regulations, and operational efficiency. Knowing the maximum takeoff weight is crucial for pilots, operators, and flight planners, as it influences loading decisions, fuel calculations, and overall flight safety. Understanding this figure helps ensure that the aircraft performs optimally within its design parameters, promoting safe operations during takeoff and throughout the flight. While other options represent weights that highlight the capability of various aircraft in this class, only 84,500 pounds corresponds to the officially designated maximum takeoff weight for the CRJ-900, emphasizing the importance of adhering strictly to manufacturer specifications for safe and efficient flight operations.

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://psajonsimmediateactionitemslim.examzify.com>

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

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