

SkyWest Aircraft Ground Group II Practice Test (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. How many galley units does the CRJ200 have?**
 - A. 0**
 - B. 1**
 - C. 2**
 - D. 3**

- 2. Which configuration has two galleys?**
 - A. CRJ 700 69 pax-DC and 69 pax-DC NextGen**
 - B. CRJ 700 70 pax-UAX and 70 pax-UAX NextGen**
 - C. Both configurations**
 - D. Neither configuration**

- 3. When using supplemental oxygen with mask retainers and streamers on the CRJ 700, what is the first step to start the oxygen flow?**
 - A. Pull streamer firmly downward to start the flow of the oxygen and remove the mask from the mask retainer**
 - B. Push streamer upward to start the flow of the oxygen**
 - C. Open the oxygen valve**
 - D. Turn the oxygen knob clockwise**

- 4. Which statement correctly describes the duration of emergency features on the CRJ 700?**
 - A. Emergency lights last 20 minutes**
 - B. Emergency lights last 30 minutes**
 - C. Emergency lights last 15 minutes**
 - D. Emergency lights last 40 minutes**

- 5. How many infant life vests are onboard the CRJ 200?**
 - A. Three**
 - B. Four**
 - C. Five**
 - D. Six**

- 6. What is the First Class seating range on the CRJ 700 with 70 PAX-UAX?**
- A. 1-2**
 - B. 2-3**
 - C. 1-3**
 - D. 3-4**
- 7. Who is responsible for preflighting the items in the last OHB A/CL?**
- A. AFT FA**
 - B. FWD FA**
 - C. Purser**
 - D. Lead FA**
- 8. Which way do you rotate the handle to open the GSD door in the CRJ 700?**
- A. Clockwise**
 - B. Counter clockwise**
 - C. Up**
 - D. Down**
- 9. Which is the correct count of seat belt extensions on the CRJ 700?**
- A. 4**
 - B. 5**
 - C. 6**
 - D. 7**
- 10. Which statement is true about the crew escape hatch?**
- A. The CREW ESCAPE HATCH is used to evacuate the flight deck.**
 - B. It is used for normal boarding in the cabin.**
 - C. It is the overwing exit.**
 - D. It is not present on the CRJ 200.**

Answers

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

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Explanations

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1. How many galley units does the CRJ200 have?

- A. 0
- B. 1**
- C. 2
- D. 3

The main idea here is understanding how many service areas the CRJ200 includes for food and beverage provision. A galley unit is the built-in area where drinks and meals are stored and prepared for service. The CRJ200's standard interior configuration includes a single galley unit, located forward near the cabin entry. There isn't a second galley in the main passenger area. While other aircraft or configurations may add more galley space, the typical CRJ200 used in regional service has only one. So the correct count is a single galley unit.

2. Which configuration has two galleys?

- A. CRJ 700 69 pax-DC and 69 pax-DC NextGen**
- B. CRJ 700 70 pax-UAX and 70 pax-UAX NextGen
- C. Both configurations
- D. Neither configuration

Two galleys are used when the cabin is laid out for two separate service areas, so the crew can prepare and deliver meals and drinks to both sections without cross-running a single galley. In the CRJ 700, having two galleys is usually indicated when there are two distinct cabin configurations listed for the same aircraft type. Here, the option that shows two separate 69-seat layouts, DC and DC NextGen, signals two different service areas are needed to serve both sections, implying a forward galley and an aft (or second) galley. The other options either show a single seating layout or two identical layouts, which typically correspond to a single galley setup. Therefore, this configuration is the one with two galleys.

3. When using supplemental oxygen with mask retainers and streamers on the CRJ 700, what is the first step to start the oxygen flow?

- A. Pull streamer firmly downward to start the flow of the oxygen and remove the mask from the mask retainer**
- B. Push streamer upward to start the flow of the oxygen
- C. Open the oxygen valve
- D. Turn the oxygen knob clockwise

The key idea is that the passenger oxygen system on the CRJ 700 is activated by the streamer on the mask. Pulling the streamer downward opens the flow valve and frees the mask from the retainer, making it ready to wear. This is the first step because the system is designed for immediate activation simply by pulling the streamer; releasing the mask from the retainer ensures you can put it on and breathe the oxygen. Pushing the streamer upward, opening a valve, or turning a knob would not initiate flow in this setup, so they aren't the correct first actions.

4. Which statement correctly describes the duration of emergency features on the CRJ 700?

- A. Emergency lights last 20 minutes**
- B. Emergency lights last 30 minutes**
- C. Emergency lights last 15 minutes**
- D. Emergency lights last 40 minutes**

Emergency features are designed to keep critical lighting alive long enough for a safe evacuation if normal electrical power fails. On the CRJ 700, the emergency lighting system is powered by dedicated battery packs that automatically activate when main power is lost. The system is specified to illuminate for 20 minutes, giving passengers and crew enough time to find exits, see aisle paths, and reach exits despite the loss of cockpit and cabin power. Longer durations would require heavier, larger battery capacity, while shorter durations could compromise evacuation safety; 20 minutes strikes the balance for this aircraft.

5. How many infant life vests are onboard the CRJ 200?

- A. Three**
- B. Four**
- C. Five**
- D. Six**

Infant life vests are part of the cabin safety equipment and are stocked in a fixed quantity on each aircraft. For the CRJ 200, the standard kit includes five infant life vests. This setup is chosen to cover typical infant occupancy given the aircraft's cabin layout and storage limits, ensuring there's a vest available for up to five infants if needed. Having fewer would risk not having a vest for an infant passenger in normal operations, while more would exceed the standard kit capacity and isn't required by operating procedures for this aircraft. Therefore, there are five infant life vests onboard.

6. What is the First Class seating range on the CRJ 700 with 70 PAX-UAX?

- A. 1-2**
- B. 2-3**
- C. 1-3**
- D. 3-4**

First Class is defined by the frontmost rows dedicated to that cabin. On the CRJ 700 configured for 70 seats by United Express, the Front Class block sits at the very front and consists of two rows. So the First Class seating range is rows 1 through 2. Row 3 begins the rest of the cabin. In this 70-seat UAX layout, you won't have First Class extending to row 3 or starting at row 2; that two-row front block is the entire First Class area.

7. Who is responsible for preflighting the items in the last OHB A/CL?

- A. AFT FA**
- B. FWD FA**
- C. Purser**
- D. Lead FA**

Preflight tasks are assigned to the crew member responsible for the area being checked. The last overhead bin in the aft cabin (A/CL) is situated in the aft section, so the AFT FA handles preflighting the items there. They ensure that the items stored in that bin are present, secured, and properly stowed, and that the bin is closed correctly. The forward FA handles the forward area, the Purser oversees overall cabin operations, and the Lead FA acts as a supervisor rather than performing the per-bin preflight.

8. Which way do you rotate the handle to open the GSD door in the CRJ 700?

- A. Clockwise**
- B. Counter clockwise**
- C. Up**
- D. Down**

Rotary door latches on aircraft are designed so the release cam moves in a specific direction to retract the latching hooks. For the CRJ 700 GSD door, turning the handle counterclockwise moves the internal cam to the release position, retracting the latch and allowing the door to be opened. Turning in the opposite direction keeps the latch engaged, so the door remains closed. Up or down isn't how this handle operates, since the mechanism is rotational, not a linear lift or slide.

9. Which is the correct count of seat belt extensions on the CRJ 700?

- A. 4**
- B. 5**
- C. 6**
- D. 7**

The main idea is ensuring there are enough seat belt extensions on board for passengers who need them, which is part of cabin readiness. On the CRJ 700, the standard configuration includes five seat belt extensions. This count is defined by the aircraft's equipment list and cabin layout, and they're stored in designated, easily accessible places so crew can quickly provide one if a passenger requires it. Verifying five extensions are on board is part of routine preflight or cabin checks to guarantee that a passenger who needs an extension can obtain one without delay. If there were fewer than five, a passenger might not have access to an extension; more than five would not align with the aircraft's standard installation.

10. Which statement is true about the crew escape hatch?

- A. The CREW ESCAPE HATCH is used to evacuate the flight deck.**
- B. It is used for normal boarding in the cabin.**
- C. It is the overwing exit.**
- D. It is not present on the CRJ 200.**

The main idea here is that the cockpit has its own emergency exit, the crew escape hatch, whose purpose is to allow pilots to evacuate the flight deck quickly in an emergency when the main doors can't be used. It is not part of normal boarding, and it isn't the same as the passenger overwing exits. On the CRJ 200, this hatch is installed specifically to provide a direct egress route for the flight crew, separate from the cabin exits.

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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:

<https://skywestaircraftgroundgrp2.examzify.com>

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

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