

SKYWEST AIRCRAFT GROUND GROUP II 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. When must galley carts be re-preflighted?

- A. After catering is completed
- B. Before boarding the aircraft
- C. Only after maintenance checks
- D. During fuel ups

2. Where is galley heat controlled?

- A. In the galley electrical panel
- B. In the cockpit overhead panel
- C. In the lavatory cabinet
- D. In the passenger cabin ceiling

3. Which button does the forward flight attendant press to communicate with the aft flight attendant when at their respective duty stations?

- A. ATT BUTTON
- B. PA BUTTON
- C. CALL BUTTON
- D. COMM BUTTON

4. Are oxygen masks and life vests provided for both flight deck crewmembers and the observer?

- A. Yes
- B. No
- C. Only masks
- D. Only life vests

5. On the CRJ 200 the FA has priority over the flight deck on the PA system.

- A. False
- B. True
- C. They share equally
- D. Only in emergencies

- 6. Where is the location of the exit row on the CRJ 700 (70 PAX-UAX/70 PAX-UAX NEXTGEN)?**
- A. Row twelve (12)
 - B. Row eighteen (18)
 - C. Row sixteen (16)
 - D. Row ten (10)
- 7. Who is responsible for the predeparture announcement on a CRJ 700?**
- A. AFT
 - B. FWD
 - C. DECK CREW
 - D. GALLEY
- 8. Does the CRJ200 have an Emergency Locator Transmitter installed?**
- A. Yes
 - B. No
 - C. Only on some variants
 - D. Not specified
- 9. Which exit is primarily used for boarding and deplaning rather than for evacuation?**
- A. MCD
 - B. CREW ESCAPE HATCH
 - C. GSD
 - D. OVERWING EXIT
- 10. Where are the demonstration locations for the 70 PAX AE aircraft?**
- A. ROW 1 AND FIRST ROW OF THE MAIN CABIN
 - B. ROW 1 AND FIRST ROW OF ECONOMY CABIN
 - C. ROW 2 AND FIRST ROW OF MAIN CABIN
 - D. ROW 3 AND FIRST ROW OF ECONOMY CABIN

Answers

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

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Explanations

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1. When must galley carts be re-preflighted?

- A. After catering is completed**
- B. Before boarding the aircraft
- C. Only after maintenance checks
- D. During fuel ups

Re-preflight of galley carts is performed after catering is completed. The reason is that during catering the carts are opened, restocked, moved, and secured, which can change their configuration and safety status. A post-service re-check ensures that all items are present and accounted for, doors and locks are secure, and there are no spills or obstructions before passengers board and the aircraft resumes service. Doing this timing before boarding would miss changes made during catering, while tying re-preflight to maintenance checks or fueling isn't appropriate since those activities are separate and don't govern the cart's ready state for passenger service.

2. Where is galley heat controlled?

- A. In the galley electrical panel**
- B. In the cockpit overhead panel
- C. In the lavatory cabinet
- D. In the passenger cabin ceiling

Galley heat is controlled at the galley electrical panel. This panel is specifically set up with switches and circuit breakers that power the galley appliances and warmers, and it's located in the galley for easy access by the crew during service. The cockpit overhead panel handles flight-deck systems, not galley heat. The lavatory cabinet and the passenger cabin ceiling don't contain the controls for galley heat. Keeping the control point in the galley panel ensures proper electrical protection and quick, localized control during operations.

3. Which button does the forward flight attendant press to communicate with the aft flight attendant when at their respective duty stations?

- A. ATT BUTTON**
- B. PA BUTTON
- C. CALL BUTTON
- D. COMM BUTTON

Communicating between forward and aft crew relies on the interphone system at each duty station. The control labeled for Attendant is the dedicated interphone link to the other flight attendant, so pressing it opens a private line to the aft station and lets you speak directly without broadcast to passengers. The PA button sends a message to passengers and isn't used to reach the other crew member. The CALL button might summon or alert, but it isn't the specific inter-station connection used for routine crew-to-crew communication. The COMM button, if present, isn't the standard interphone path between the two attendants. So the button specifically labeled Attendant is the one designed for talking to the other flight attendant.

4. Are oxygen masks and life vests provided for both flight deck crewmembers and the observer?

- A. Yes**
- B. No
- C. Only masks
- D. Only life vests

Safety equipment is provided for every person who may be on the flight deck, including the observer. Oxygen masks are there to ensure immediate access to breathable air in case of a depressurization or smoke-filled cockpit, while life vests are kept for flotation in the event of a water landing. The observer is positioned in a way that could require access to these safety items in an emergency, so both are issued. That's why the best answer is that yes, oxygen masks and life vests are provided for both flight deck crewmembers and the observer.

5. On the CRJ 200 the FA has priority over the flight deck on the PA system.

- A. False**
- B. True
- C. They share equally
- D. Only in emergencies

The flight deck takes priority over the cabin crew for the PA system, because safety-critical information must reach passengers immediately. The cockpit has the ability to interrupt or override the cabin PA when the crew deems a message essential, such as safety instructions, warnings, or urgent updates. The cabin PA is mainly for routine announcements by the flight attendants, but it cannot block or slow down a cockpit announcement. So saying the FA has priority is not correct—the flight deck has the authority to take control when needed.

6. Where is the location of the exit row on the CRJ 700 (70 PAX-UAX/70 PAX-UAX NEXTGEN)?

- A. Row twelve (12)
- B. Row eighteen (18)**
- C. Row sixteen (16)
- D. Row ten (10)

The important idea is that the exit row is defined by where the emergency exit doors are located on the aircraft. On this CRJ 700 configuration (70-seat UAX/NextGen), the overwing emergency exits line up with a specific row in the cabin. That row is designated as the exit row, because it sits directly adjacent to the exit doors and is the path passengers would use in an evacuation. So the row that corresponds to those exits—eighteen in this layout—is the exit row. Other rows do not align with any exit door in this configuration, so they aren't exit rows. When briefing, you'd point to the row next to the exit doors and ensure the space is clear for a quick, unobstructed exit.

7. Who is responsible for the predeparture announcement on a CRJ 700?

- A. AFT
- B. FWD**
- C. DECK CREW
- D. GALLEY

The person responsible is the forward flight attendant. In a CRJ 700, the cabin is divided into forward and aft sections, and the duties for preparing the cabin and delivering the initial predeparture safety announcements fall to the crew member stationed in the forward cabin. This ensures the front part of the cabin, where most passengers are seated and where the main briefing typically occurs, receives the information clearly and promptly. The aft flight attendant handles their section, but the forward attendant coordinates the predeparture announcements for the whole cabin. The deck crew isn't a function on fixed-wing aircraft, and the galley crew focuses on service tasks, not the safety and predeparture briefing.

8. Does the CRJ200 have an Emergency Locator Transmitter installed?

- A. Yes**
- B. No
- C. Only on some variants
- D. Not specified

Emergency Locator Transmitters are standard safety gear on certified airliners like the CRJ200 because they provide a rapid distress signal to search-and-rescue agencies after an crash. In commercial service, regulations require an ELT to be installed, so the CRJ200 is equipped with one across its normal operating configurations. The ELT activates in a crash or can be manually activated, transmitting on the 406 MHz satellite system (with 121.5 MHz as a traditional homing channel) to help responders locate the aircraft quickly. Because this equipment is mandated for this type of aircraft, the correct understanding is that the CRJ200 has an ELT installed.

9. Which exit is primarily used for boarding and deplaning rather than for evacuation?

- A. MCD**
- B. CREW ESCAPE HATCH
- C. GSD
- D. OVERWING EXIT

The main door used for boarding and deplaning is the primary passenger entry and exit. This door, often called the Main Cabin Door (MCD), is positioned for convenient passenger flow during normal operations, so it's the one you'd use to board and to deplane. Crew escape hatches are reserved for crew egress in emergencies and are not used for regular passenger boarding. Ground Service Doors (GSD) are for servicing the aircraft—catering, equipment, and similar tasks—and aren't used for passenger movement. Overwing exits exist for emergency evacuation and are not the standard boarding points. So, the door designated for boarding and deplaning is the Main Cabin Door.

10. Where are the demonstration locations for the 70 PAX AE aircraft?

A. ROW 1 AND FIRST ROW OF THE MAIN CABIN

B. ROW 1 AND FIRST ROW OF ECONOMY CABIN

C. ROW 2 AND FIRST ROW OF MAIN CABIN

D. ROW 3 AND FIRST ROW OF ECONOMY CABIN

The important idea here is making sure every passenger can clearly see and hear the safety briefing. For the 70 PAX AE aircraft, the approved demonstration locations are the forward row (Row 1) and the first row of the main cabin. This setup places the demonstrator where passengers near the forward exits can observe easily, and then also covers the immediate seats just behind that front area so those passengers aren't out of sight as the briefing proceeds. Choosing the forward row plus the first row of the main cabin ensures visibility for the majority of passengers without relying on the back rows or on a section that's harder to view from the front. Demonstrating at the first row of the economy cabin or at rows further back could leave some passengers unable to see or hear the instructions, which is why those options aren't correct.

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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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