SkyWest CRJ 200 Limitations Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

Table of Contents

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. Which fuel type is primarily used in the CRJ 200?

A. Jet A

B. Jet B

C. Avgas 100LL

D. Biofuel

2. At what airspeed is anti-skid inoperative on the CRJ 200?

A. 5 kts

B. 10 kts

C. 15 kts

D. 20 kts

3. What is the thrust asymmetry limitation in the CRJ 200?

A. 5% thrust difference

B. 10% thrust difference

C. 15% thrust difference

D. 20% thrust difference

4. Which of the following is not a condition for activating wing anti-ice?

A. Visible moisture in any form

B. ICE is not indicated

C. Airspeed below 230 KIAS

D. Operating in icing conditions

5. What is the lowest altitude to initiate a wind shear escape maneuver?

A. 1,000 feet AGL

B. 1,200 feet AGL

C. 1,500 feet AGL

D. 1,800 feet AGL

6. What is one of the factors that prohibits reduced thrust takeoffs?

A. When the takeoff is behind a heavy aircraft

B. When clear skies are present

C. When the runway length is sufficient

D. When temperature is below freezing

7. What is the minimum temperature for takeoff in the SkyWest CRJ 200?

A. -30°C

B. -40°C

C. -50°C

D. -20°C

8. What is the maximum output of the main generator at altitudes below 35,000 ft?

A. 25 KVA

B. 30 KVA

C. 35 KVA

D. 40 KVA

9. What is the maximum wind shear pilots should be aware of during approach?

A. 60 knots

B. 30 knots

C. 45 knots

D. 50 knots

10. What aircraft operation near thunderstorms requires continuous ignition?

A. Take-off

B. Landing

C. Flight in the vicinity

D. Taxiing

Answers

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

Explanations

1. Which fuel type is primarily used in the CRJ 200?

A. Jet A

B. Jet B

C. Avgas 100LL

D. Biofuel

The CRJ 200 primarily uses Jet A fuel, which is a kerosene-type aviation fuel designed for turbojet and turbofan engines. Jet A has a higher flash point than Jet B, making it safer for handling and storage, especially in warmer climates where the risk of fire is a concern. Additionally, Jet A is widely available and is the standard fuel for commercial jet operations, leading to greater accessibility and cost-effectiveness. While Jet B is also a type of jet fuel, it has a lower flash point compared to Jet A and is less commonly used due to concerns about its handling and storage characteristics. Avgas 100LL is specifically designed for piston-engine aircraft and not suitable for turbine engines like those found in the CRJ 200. Biofuels, while gaining traction in the aviation industry for their potential environmental benefits, are not the primary fuel type used in this aircraft model as of now; Jet A remains the standard.

2. At what airspeed is anti-skid inoperative on the CRJ 200?

A. 5 kts

B. 10 kts

C. 15 kts

D. 20 kts

The anti-skid system on the CRJ 200 becomes inoperative at an airspeed of 10 knots. This limitation is crucial for pilots to understand, as it ensures the safe operation of the aircraft during landing and rollout. Below this airspeed, the anti-skid system is designed to disengage due to its reliance on wheel speed data to function effectively. Once the aircraft is below 10 knots, the potential for skidding increases with a lack of anti-skid protection, particularly during wet or slippery runway conditions. Recognizing this limitation helps pilots to anticipate the handling characteristics of the aircraft as they slow down on landing or taxiing. The other speeds listed do not represent the point at which the anti-skid becomes inoperative, making them irrelevant in this context. Therefore, knowing that 10 knots is the critical airspeed enhances situational awareness during landing operations.

3. What is the thrust asymmetry limitation in the CRJ 200?

A. 5% thrust difference

B. 10% thrust difference

C. 15% thrust difference

D. 20% thrust difference

In the CRJ 200, the thrust asymmetry limitation is set at 10% thrust difference between the two engines. This limitation is established to ensure safe and controlled flight, particularly during critical phases such as takeoff and landing when engine power is crucial for maintaining directional control and stability. When thrust is asymmetrical, it can create uncommanded yawing moments that may lead to difficulty in controlling the aircraft, especially at lower speeds. Therefore, maintaining a limited thrust differential, such as the 10% threshold, helps pilots manage these challenges and reduces the risk of loss of control. This limitation is based on extensive testing and operational experience to ensure the safety and reliability of the aircraft's performance. Considerations for thrust asymmetry are crucial in operational procedures, and exceeding this limit can lead to significant handling difficulties, which is why knowing and adhering to this specific limitation is important for pilots flying the CRJ 200.

4. Which of the following is not a condition for activating wing anti-ice?

A. Visible moisture in any form

B. ICE is not indicated

C. Airspeed below 230 KIAS

D. Operating in icing conditions

The condition "ICE is not indicated" refers to the lack of ice detection by the aircraft's systems. In order to activate wing anti-ice systems correctly, the aircraft must be in conditions where ice formation is a concern—meaning there must be visible moisture present, operating in known icing conditions, and the airspeed must be below a certain threshold. If ice is not indicated, it suggests that the aircraft's ice protection systems detect no risk of ice formation. Therefore, under such circumstances, there would be no need to activate the wing anti-ice system, as it is designed to prevent ice accumulation, which can negatively affect aircraft performance and safety. In contrast, the other conditions listed, such as having visible moisture, operating in icing conditions, and maintaining an airspeed below 230 KIAS, are all factors that would typically necessitate the activation of wing anti-ice to ensure safe operation and prevent ice from forming on the wings.

5. What is the lowest altitude to initiate a wind shear escape maneuver?

A. 1,000 feet AGL

B. 1,200 feet AGL

C. 1,500 feet AGL

D. 1,800 feet AGL

The lowest altitude to initiate a wind shear escape maneuver is 1,500 feet AGL. This altitude is established to ensure that pilots have sufficient altitude to execute a safe escape maneuver without being too low to the ground, where control and performance could be critically compromised. Wind shear can occur unexpectedly and may lead to abrupt changes in airspeed or altitude. Initiating an escape maneuver at 1,500 feet AGL gives pilots a buffer to ensure they can adequately respond to the situation while retaining adequate control of the aircraft. It allows for necessary altitude to assess the flight conditions and perform the escape procedure safely, reducing the risk of an accident. Choosing an altitude lower than this could lead to insufficient margins for recovery in case of severe turbulence or downdrafts associated with wind shear, increasing the risk of a controlled flight into terrain or other hazardous outcomes.

6. What is one of the factors that prohibits reduced thrust takeoffs?

A. When the takeoff is behind a heavy aircraft

B. When clear skies are present

C. When the runway length is sufficient

D. When temperature is below freezing

The correct choice is based on the operational procedures regarding the safety of takeoffs in proximity to other aircraft. When performing a takeoff, particularly in close quarters with a heavy aircraft ahead, there is an increased risk of wake turbulence, which can adversely affect lift and control during the takeoff roll and initial climb. Reduced thrust takeoffs require more careful management of aircraft performance, especially regarding climb capability and speed. Therefore, in such scenarios, full thrust is advisable to ensure optimal performance, especially in the event of needing to abort the takeoff or in the presence of unexpected disturbances. In contrast, having clear skies, sufficient runway length, or temperatures above freezing do not inherently create safety concerns linked to reduced thrust takeoffs. These other factors may even support a standard or reduced thrust operation under different conditions, making them less critical compared to the situation involving heavy aircraft and wake turbulence.

7. What is the minimum temperature for takeoff in the SkyWest CRJ 200?

A. -30°C

B. -40°C

C. -50°C

D. -20°C

The minimum temperature for takeoff in the SkyWest CRJ 200 is set at -40°C. This limitation is critical, as operating the aircraft at temperatures lower than this threshold can affect its performance and safety. At extremely low temperatures, concerns such as engine operation, fuel performance, and ice accumulation become more pronounced. Additionally, the aircraft systems may not function optimally in such conditions, which could lead to unsafe flying situations. Ensuring adherence to this temperature limit helps maintain safe and reliable operations of the aircraft, contributing to overall safety during the critical phase of takeoff. Understanding these temperature limitations is essential for pilots and crews to ensure that they are operating within the defined parameters of the aircraft's design and operational capabilities.

8. What is the maximum output of the main generator at altitudes below 35,000 ft?

A. 25 KVA

B. 30 KVA

C. 35 KVA

D. 40 KVA

The maximum output of the main generator in the CRJ 200 at altitudes below 35,000 feet is correctly identified as 30 KVA. This limitation is important to ensure that the electrical systems remain operational and within safe parameters throughout flight operations. At altitudes below 35,000 feet, the aircraft's electrical systems can rely on this output level to support necessary onboard systems, including cockpit instrumentation, lighting, and other critical electronic components. Operating within this limitation helps to avoid overload situations which could lead to generator failure or other electrical system malfunctions. The incorrect choices represent values that exceed what the aircraft's electrical system is designed to handle at such altitudes, and therefore, would not be achievable without risking damage to the components or affecting the overall safety of the flight. By adhering to the established output limits, pilots can ensure the reliability and functionality of the aircraft's systems during flight.

9. What is the maximum wind shear pilots should be aware of during approach?

A. 60 knots

B. 30 knots

C. 45 knots

D. 50 knots

The maximum wind shear that pilots should be aware of during approach in the CRJ 200 is 45 knots. Wind shear refers to the rapid change in wind speed or direction at different altitudes, which can pose significant challenges during critical phases of flight like approach and landing. A wind shear condition of 45 knots signifies that the aircraft may experience a sudden increase or decrease in airspeed, which can lead to an unexpected altitude change or control issues. Understanding this limitation is vital for ensuring a safe approach and landing, as the flight crew needs to be prepared to counteract such disturbances effectively. While other options indicate higher values, the 45 knots threshold is defined in the aircraft's operating limitations to promote safety and ensure pilots adhere to best practices in managing wind shear conditions during flight.

10. What aircraft operation near thunderstorms requires continuous ignition?

A. Take-off

B. Landing

C. Flight in the vicinity

D. Taxiing

Continuous ignition is required when operating near thunderstorms due to the potential for turbulence and the risk of encountering windshear or microbursts, which are particularly hazardous conditions that can influence the aircraft's performance and stability. When flying in the vicinity of thunderstorms, the risk of encountering severe turbulence increases, and the airframe may experience abrupt changes in airflow or direction. Continuous ignition helps ensure that the engines remain lit and operational in case of any fuel-air mixture disruptions caused by these turbulent conditions. In contrast, during take-off and landing, while vigilance is necessary due to changes in performance dynamics, the requirement for continuous ignition is not specifically mandated in typical operating procedures for those phases if thunderstorms are not directly affecting the aircraft's immediate flight path. Taxiing, being a ground operation, typically does not require continuous ignition as the aircraft is not in the air and is not subject to the same aerodynamic conditions that necessitate such precautionary measures.

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://skywestcrj200lim.examzify.com

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