

SKYWEST CRJ 200 LIMITATIONS PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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THE FULL VERSION STUDY GUIDE**

<https://skywestcrj200lim.examzify.com>



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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 altitude allowable for the CRJ 200 during normal operations?**
 - A. 35,000 feet
 - B. 37,000 feet
 - C. 39,000 feet
 - D. 41,000 feet
- 2. What is the maximum turbofan engine thrust rating for the CRJ 200?**
 - A. 7,500 lbs per engine
 - B. 8,000 lbs per engine
 - C. 8,729 lbs per engine
 - D. 9,000 lbs per engine
- 3. What is the maximum pressure altitude for the CRJ 200?**
 - A. 32,000 feet
 - B. 35,000 feet
 - C. 37,000 feet
 - D. 40,000 feet
- 4. What should be done if N2 is 57% or less at an OAT of -20°C or warmer?**
 - A. Initiate takeoff
 - B. Do not exceed idle acceleration
 - C. Continue to accelerate above idle
 - D. Perform an emergency landing
- 5. When the aircraft is stationary for more than how many minutes must all landing and taxi lights be switched off?**
 - A. 5 minutes
 - B. 10 minutes
 - C. 15 minutes
 - D. 20 minutes

6. Which speed must not be exceeded during landing gear retraction for the CRJ 200?
- A. 200 KIAS
 - B. 210 KIAS
 - C. 220 KIAS
 - D. 230 KIAS
7. What is the minimum altitude for autopilot engagement in the CRJ 200?
- A. 200 feet AGL
 - B. 400 feet AGL
 - C. 600 feet AGL
 - D. 800 feet AGL
8. What differentiates a precision approach from a non-precision approach in the CRJ 200?
- A. Glide path angle
 - B. Minimum elevation
 - C. Control of engine power
 - D. Weather conditions
9. What does the takeoff safety speed (V_2) depend on for the CRJ 200?
- A. Standard temperature
 - B. Aircraft speed stability
 - C. Weight and configuration calculations
 - D. Flight direction
10. What is V_{fo} for flap setting 20?
- A. 180 KIAS
 - B. 200 KIAS
 - C. 210 KIAS
 - D. 215 KIAS

Answers

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

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Explanations

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1. What is the maximum pressure altitude allowable for the CRJ 200 during normal operations?

- A. 35,000 feet
- B. 37,000 feet**
- C. 39,000 feet
- D. 41,000 feet

The maximum pressure altitude allowable for the CRJ 200 during normal operations is indeed 37,000 feet. This altitude is determined by the aircraft's design and certification, ensuring safe performance characteristics within specified operational limits. Exceeding this altitude could lead to performance issues, including reduced engine efficiency and insufficient pressurization. Understanding this limitation is crucial for pilots, as it helps maintain safe operation and ensures compliance with air traffic regulations. The choice of 37,000 feet reflects the manufacturer's testing and operational safety requirements, which are established based on performance data and safety margins during flight.

2. What is the maximum turbofan engine thrust rating for the CRJ 200?

- A. 7,500 lbs per engine
- B. 8,000 lbs per engine
- C. 8,729 lbs per engine**
- D. 9,000 lbs per engine

The maximum turbofan engine thrust rating for the CRJ 200 is 8,729 pounds per engine. This rating is critical because it directly influences the aircraft's performance characteristics, including takeoff, climb rate, and overall speed capabilities. Understanding this thrust rating helps pilots and aviation professionals ensure that the aircraft operates within its performance parameters, particularly in various weight and environmental conditions. Thrust ratings like this are established by the engine manufacturers, based on rigorous testing and operational parameters. For the CRJ 200, the engines are specifically designed to provide optimal performance while maintaining fuel efficiency, which is essential for regional airline operations that focus on cost-effectiveness. Factors such as aircraft weight, altitude, and temperature can all affect thrust output, but knowledge of the maximum thrust helps in planning and operational decision-making. Therefore, familiarity with this specific thrust rating is essential for safe and efficient flight operations in the CRJ 200.

3. What is the maximum pressure altitude for the CRJ 200?

- A. 32,000 feet
- B. 35,000 feet
- C. 37,000 feet**
- D. 40,000 feet

The maximum pressure altitude for the CRJ 200 is 37,000 feet. This limitation is critical for operations because it defines the upper boundary of the aircraft's operational capabilities in terms of altitude. Beyond this altitude, the aircraft may not maintain adequate performance levels, including climb capabilities, pressurization integrity, and engine performance. Understanding the maximum pressure altitude is essential for flight planning and ensuring the safety and efficiency of flight operations. It helps pilots determine safe cruising altitudes and ensures compliance with air traffic regulations. Operating above this limit could lead to diminished controllability or inability to pressurize the cabin, which is crucial for passenger comfort and safety at high altitudes.

4. What should be done if N2 is 57% or less at an OAT of -20°C or warmer?

- A. Initiate takeoff
- B. Do not exceed idle acceleration**
- C. Continue to accelerate above idle
- D. Perform an emergency landing

When N2 is 57% or less at an outside air temperature (OAT) of -20°C or warmer, it is critical to maintain safe operating parameters for the engine. The correct action in this scenario is to not exceed idle acceleration. This guideline ensures that the engine remains within safe limits during the takeoff roll, preventing potential engine failure or other performance issues that could arise from exceeding safe operating parameters. If N2 is too low, it indicates that the engine may not be producing sufficient thrust for a safe takeoff. By adhering to the protocol of not exceeding idle acceleration, the crew can avoid pushing the engine beyond its limits, which could lead to a failure or loss of control during the critical phases of flight, particularly takeoff. Other options, such as initiating takeoff or continuing to accelerate above idle, could result in unsafe conditions, as they would involve attempting to take off with inadequate engine performance. Performing an emergency landing is not appropriate in this situation since the issue is related to takeoff limitations and not an immediate in-flight emergency. Thus, the decision to limit acceleration to idle is crucial for maintaining safety in these specific operating conditions.

5. When the aircraft is stationary for more than how many minutes must all landing and taxi lights be switched off?

- A. 5 minutes
- B. 10 minutes**
- C. 15 minutes
- D. 20 minutes

The correct response indicates that all landing and taxi lights must be switched off after the aircraft has been stationary for more than 10 minutes. This practice is essential for managing the aircraft's electrical load and preventing overheating of the lights, which can lead to premature failure. Additionally, turning off the lights when the aircraft is not in motion helps conserve power, contributing to overall energy efficiency during ground operations. Understanding this limitation is crucial for flight crews, as it emphasizes the importance of proper aircraft management while on the ground, particularly in regard to ensuring the longevity of the aircraft's lighting systems and maintaining efficient power usage. The other durations mentioned in the choices do not align with the operational guidelines established for the aircraft's systems and maintenance procedures.

6. Which speed must not be exceeded during landing gear retraction for the CRJ 200?

- A. 200 KIAS
- B. 210 KIAS**
- C. 220 KIAS
- D. 230 KIAS

The maximum speed during landing gear retraction for the CRJ 200 is 210 KIAS. This limitation is crucial for the aircraft's operational safety. Exceeding this speed while the landing gear is retracted can subject the gear mechanism to undue stress and potential structural failures. The landing gear systems, including the retraction mechanism, are designed to operate safely within specified speed limits, and adhering to these limitations ensures the reliability of the gear's operation during crucial phases of flight such as takeoff and initial climb. Understanding these limits helps pilots maintain safe flight operations and prevent accidents related to gear malfunction or structural issues stemming from excessive speed.

7. What is the minimum altitude for autopilot engagement in the CRJ 200?

- A. 200 feet AGL
- B. 400 feet AGL**
- C. 600 feet AGL
- D. 800 feet AGL

The minimum altitude for autopilot engagement in the CRJ 200 is 400 feet AGL. This limitation ensures that the autopilot is engaged at a safe altitude where the aircraft is stabilized and the pilot has the necessary control input to facilitate a smooth transition to flight with the autopilot system. Engaging the autopilot too low, such as at 200 feet AGL, might not provide adequate time for the pilot to react to any issues or to stabilize the aircraft before autopilot functions are initiated. Selecting 400 feet AGL as the minimum engagement altitude allows for clear visibility of the aircraft's performance and ensures that the autopilot can take over in controlled conditions, thereby promoting safety and efficiency during the critical phase of takeoff and initial climb. This procedure is standard across many jet aircraft to allow for better decision-making and operational control in the early stages of flight.

8. What differentiates a precision approach from a non-precision approach in the CRJ 200?

- A. Glide path angle**
- B. Minimum elevation
- C. Control of engine power
- D. Weather conditions

A precision approach in the CRJ 200 is defined by the provision of both lateral and vertical guidance to the pilot, which is typically facilitated through an Instrument Landing System (ILS). This system creates a glide path angle that allows the aircraft to descend toward the runway with a specific slope. This precise control over the aircraft's descent path distinguishes a precision approach from a non-precision approach, where pilots do not receive vertical guidance but may only rely on lateral guidance provided by other navigation aids, such as VOR or NDB. In a non-precision approach, while pilots might still manage a safe descent, they do not have the same level of guidance for angles and glide slopes, leading to the need for more manual assessment of altitude during the approach. The glide path angle is crucial in precision approaches, as it helps in reducing decision-making workload during landing phases and enhances safety by establishing a standard descent path.

9. What does the takeoff safety speed (V2) depend on for the CRJ 200?

- A. Standard temperature
- B. Aircraft speed stability
- C. Weight and configuration calculations**
- D. Flight direction

The takeoff safety speed (V2) for the CRJ 200 primarily depends on weight and configuration calculations. V2 is a critical speed that ensures the safety of the aircraft during the takeoff phase, particularly in the event of an engine failure after takeoff. This speed is determined by several factors, mainly the aircraft's weight at the time of takeoff and the configuration settings (such as flap settings). Heavier aircraft require a higher V2 speed to maintain safe flight after an engine failure because they need more lift to overcome their weight. Additionally, different configurations, especially flap settings, affect the lift characteristics and stall speed of the aircraft. Therefore, these calculations must be performed prior to takeoff to ensure that V2 is appropriate for the specific flight conditions, ensuring that the aircraft can achieve safe climb performance. While standard temperature, aircraft speed stability, and flight direction can influence overall aircraft performance and handling, they are not direct determinants of V2 in the same way that weight and configuration are.

10. What is Vfo for flap setting 20?

- A. 180 KIAS
- B. 200 KIAS**
- C. 210 KIAS
- D. 215 KIAS

Vfo, or the maximum flap extended speed, is crucial for safe operations when flying with flaps deployed. For a flap setting of 20 degrees on the CRJ 200, Vfo is established at 200 KIAS. This speed must not be exceeded to prevent potential structural damage or adverse handling characteristics that could arise from operating above the designated limits with the flaps extended. The specifications for Vfo are based on the aircraft's design and performance characteristics. Knowing this speed is essential for pilots to maintain control and adhere to safety regulations during flight phases that require flap deployment, such as approach and landing. This understanding of Vfo for the 20-degree flap setting is essential for proper flight planning and execution, underscoring the importance of adhering to these limitations in flight operations.

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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://skywestcrj200lim.examzify.com>

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

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