Skywest CRJ Cockpit Qualification (CQ) 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. Don’t worry about getting everything right, 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, and take breaks to retain information better.

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.

7. Use Other Tools

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. What is NOT a responsibility of the PF when dealing with a broken EFB securing device?

A. Use the device appropriately

B. Keep the EFB stowed during critical phases

C. Replace the securing device immediately

D. Ensure printed documents are available

2. What is the maximum acceptable delamination of a windshield before a write-up is necessary?

A. One inch from the edge

B. Two inches from the edge with four inches in corners

C. Three inches from the edge

D. Four inches from the edge

3. What documents should the PM have if EFB is not secured?

A. Only digital navigation charts

B. Printed paper copies of navigation documents

C. Flight manuals only

D. No documents are required

4. Explain the process of engine start in the CRJ aircraft.

A. Fuel flow followed by ignition sequence

B. Electrical power initiation, fuel flow, and ignition sequence

C. Battery activation then throttle adjustment

D. Fuel flow initiation before electrical power

5. What are the primary navigation systems available in the CRJ?

A. GPS, VOR/DME, and LORAN

B. FMS, GPS, and VOR/DME

C. INS, GPS, and ADF

D. FMS, ADF, and DME

6. Identify the procedures for dealing with an in-flight emergency.

- **A. Declare an emergency, follow checklists, and communicate with ATC**
- **B. Land immediately and alert emergency services**
- **C. Continue with the flight plan and monitor the situation**
- **D. Inform passengers and adjust the airspeed**

7. Describe cockpit resource management (CRM) techniques.

- **A. Ignoring distractions for better focus**
- **B. Effective communication, teamwork, and decision-making under stress**
- **C. Coaching less experienced crew members**
- **D. Strict adherence to personal checklists**

8. What are the limits for Dry Motoring Cycles?

- **A. 30 seconds on/ 10 minutes off for all cycles**
- **B. 90 seconds on/ 5 minutes off for Cycle 1, 30 seconds on/ 5 minutes off for Cycles 2-5**
- **C. 60 seconds on/ 5 minutes off for all cycles**
- **D. 90 seconds on/ 3 minutes off for Cycle 1, 30 seconds on/ 10 minutes off for Cycles 2-5**

9. What is a typical function of the rudder in the CRJ?

- **A. To control the pitch of the aircraft**
- **B. To provide lateral stability and control the aircraft's yaw**
- **C. To manage airspeed**
- **D. To assist with engine thrust management**

10. What is the importance of cockpit checks during taxi?

- **A. To entertain the crew and passengers**
- **B. To ensure systems are operational and prepare for takeoff**
- **C. To adjust seating for passenger comfort**
- **D. To discuss flight plans with the co-pilot**

Answers

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

Explanations

1. What is NOT a responsibility of the PF when dealing with a broken EFB securing device?

A. Use the device appropriately

B. Keep the EFB stowed during critical phases

C. Replace the securing device immediately

D. Ensure printed documents are available

The responsibility of the Pilot Flying (PF) in the context of a broken Electronic Flight Bag (EFB) securing device is centered around safety and proper operation of the aircraft. When dealing with a broken securing device, the PF is required to handle the EFB appropriately, which includes using the device in a manner that does not compromise safety. Additionally, keeping the EFB stowed during critical phases of flight, such as takeoff and landing, is essential. This is to ensure that the EFB does not become a projectile in the event of sudden maneuvers or turbulence, thereby preventing potential hazards. Furthermore, ensuring that printed documents are available is a critical responsibility. This may include having important checklists and operational procedures that must be accessible and ready for reference, as well as following regulations that require certain documentation to be readily available. The option stating the immediate replacement of the securing device does not fall under the PF's responsibilities because this task is generally not required to be performed during the flight and is more related to maintenance or ground operations. The emphasis during flight is on maintaining safety protocols rather than making immediate repairs or replacements. Therefore, option C is the correct choice as it delineates a responsibility that lies outside the scope of the PF's

2. What is the maximum acceptable delamination of a windshield before a write-up is necessary?

A. One inch from the edge

B. Two inches from the edge with four inches in corners

C. Three inches from the edge

D. Four inches from the edge

The correct answer is based on the specific maintenance standards for aircraft windshields. Delamination refers to the separation of layers in a laminated windshield, which can compromise the structural integrity and transparency necessary for safe operations. The standard allows delamination up to two inches from the edge of the windshield with an additional allowance of up to four inches in the corners. This is because corner areas may be subjected to different stress factors, and a slightly larger tolerance is provided there. This specification ensures that the pilot's visibility remains clear and that there are no immediate safety concerns regarding the integrity of the windshield. By adhering to this standard, maintenance crews can effectively manage issues of delamination while still prioritizing safety. If the delamination exceeds these thresholds, it would necessitate writing up the issue for further inspection or replacement.

3. What documents should the PM have if EFB is not secured?

A. Only digital navigation charts

B. Printed paper copies of navigation documents

C. Flight manuals only

D. No documents are required

In the event that the Electronic Flight Bag (EFB) is not secured, it is essential for the Pilot Monitoring (PM) to have printed paper copies of navigation documents. Having physical copies ensures that the PM can reference critical information such as navigation charts, approach plates, and other necessary operational documents, which are vital for safe flight operations. Digital documents can be convenient, but they rely on electronic devices that may fail or become inaccessible. Therefore, pilots are trained to carry physical backup copies of important navigation documents in scenarios where electronic versions are unavailable. This practice is crucial for maintaining flight safety and compliance with regulatory requirements, as access to navigation information is critical during all phases of flight. Other options do not provide the comprehensive documentation needed for effective monitoring and decision-making.

4. Explain the process of engine start in the CRJ aircraft.

A. Fuel flow followed by ignition sequence

B. Electrical power initiation, fuel flow, and ignition sequence

C. Battery activation then throttle adjustment

D. Fuel flow initiation before electrical power

The process of engine start in the CRJ aircraft begins with electrical power initiation, which activates the aircraft's systems necessary for starting the engines. Once electrical power is established, the next step involves allowing fuel to flow into the engine. This is crucial because without fuel, ignition cannot occur. Finally, the ignition sequence is activated to ignite the fuel-air mixture in the combustion chamber, leading to engine start-up. This process ensures that all necessary systems are functioning correctly before fuel is introduced. It prevents potential engine damage or inefficiencies associated with starting without proper power and fuel management. Starting with electrical power guarantees that the required controls and indicators are operational, allowing the crew to monitor the start process effectively. Therefore, understanding the correct sequence - which includes electrical power first, followed by fuel flow, and finally the ignition sequence - is essential for a successful engine start in the CRJ.

5. What are the primary navigation systems available in the CRJ?

A. GPS, VOR/DME, and LORAN

B. FMS, GPS, and VOR/DME

C. INS, GPS, and ADF

D. FMS, ADF, and DME

The selection of FMS (Flight Management System), GPS (Global Positioning System), and VOR/DME (VHF Omnidirectional Range/Distance Measuring Equipment) accurately reflects the primary navigation systems available in the CRJ aircraft. The Flight Management System is a crucial element in modern cockpit navigation, providing functionality for route planning, performance calculations, and guidance throughout all phases of flight. It integrates various navigation sources, including GPS and VOR/DME, to offer enhanced accuracy and reliability. GPS serves as a satellite-based navigation system that provides precise location and timing information globally. This system is essential for the CRJ, allowing pilots to accurately navigate to waypoints and airports through its advanced capabilities. VOR/DME is a traditional and widely used navigational aid that helps in determining an aircraft's position relative to a VOR station. The Distance Measuring Equipment aspect of this system allows the pilot to ascertain the distance from the station, supplements area navigation capabilities, and assists in maintaining situational awareness during flight. The other options include systems that are either outdated, not standard in the CRJ, or less utilized in flying scenarios common to this aircraft model. Thus, FMS, GPS, and VOR/DME are indeed the correct components, as they

6. Identify the procedures for dealing with an in-flight emergency.

A. Declare an emergency, follow checklists, and communicate with ATC

B. Land immediately and alert emergency services

C. Continue with the flight plan and monitor the situation

D. Inform passengers and adjust the airspeed

The procedures for dealing with an in-flight emergency prioritize safety and effective management of the situation. Declaring an emergency is crucial as it informs air traffic control of the urgency of the situation, allowing them to provide necessary assistance and prioritize the aircraft's landing. Following checklists specific to the type of emergency helps ensure that all critical steps are taken systematically. Checklists are designed to address various scenarios and enhance the crew's response, reducing the likelihood of oversight during high-stress situations. Communication with ATC is also essential, as it keeps the controlling authority informed and allows for real-time support, such as providing alternates for landing or additional emergency resources. In contrast, landing immediately without assessing the situation could potentially lead to a more dangerous scenario if not warranted. Monitoring the situation while continuing with the flight plan may neglect immediate actions required for safety. Informing passengers and adjusting airspeed can be part of the overall response but should not be the primary procedure without first declaring an emergency and coordinating with ATC. Thus, the correct procedures emphasize a structured approach that starts with an emergency declaration, informed decision-making through checklists, and communication with air traffic control.

7. Describe cockpit resource management (CRM) techniques.

A. Ignoring distractions for better focus

B. Effective communication, teamwork, and decision-making under stress

C. Coaching less experienced crew members

D. Strict adherence to personal checklists

Cockpit Resource Management (CRM) techniques are essential for ensuring safety and effectiveness in flight operations. The focus of CRM is on enhancing crew interaction through effective communication, teamwork, and sound decision-making skills, especially in high-pressure situations. The emphasis on effective communication within CRM allows all crew members to share vital information and contribute their perspectives, which can help mitigate errors and enhance situational awareness. Teamwork is also a critical component, as successful operations hinge on each crew member understanding their role and working collaboratively to achieve a common goal. Finally, decision-making under stress is pivotal during emergency situations where time and clarity of thought are limited; CRM techniques equip crews with strategies to remain composed and make informed choices quickly. In contrast, the other options are less aligned with the core principles of CRM. Ignoring distractions may improve focus temporarily but does not foster the collaborative environment that is at the heart of CRM. Coaching less experienced crew members is valuable, but it is a single facet of a broader CRM approach that emphasizes teamwork among all crew members. Adhering strictly to personal checklists can certainly enhance individual performance but does not encapsulate the broader scope of coordinating efforts and utilizing all available resources effectively within the cockpit team.

8. What are the limits for Dry Motoring Cycles?

A. 30 seconds on/ 10 minutes off for all cycles

B. 90 seconds on/ 5 minutes off for Cycle 1, 30 seconds on/ 5 minutes off for Cycles 2-5

C. 60 seconds on/ 5 minutes off for all cycles

D. 90 seconds on/ 3 minutes off for Cycle 1, 30 seconds on/ 10 minutes off for Cycles 2-5

The correct answer is rooted in the specific procedural limits outlined for dry motoring cycles, which are crucial for engine maintenance and operational checks. In the case of dry motoring, limitations are established to prevent overheating and undue stress on the engine components. For Cycle 1, the 90 seconds on duration followed by a 5 minutes off time is necessary to allow the starter and engine components to cool adequately after an initial motor cycle. This time allows for initial checks and rest periods vital for maintaining engine integrity during extended periods of operation. For Cycles 2 to 5, the 30 seconds on period, followed by a longer 10 minutes off interval, is designed to reduce the risk of overheating while still allowing for essential checks in subsequent cycles. This approach balances operational needs with an acknowledgment of potential thermal limits, ensuring that the engine does not overheat and that it remains within operational guidelines. This cycle logic is implemented to ensure both safety and proper engine functioning, emphasizing a structured approach to the dry motoring process.

9. What is a typical function of the rudder in the CRJ?

A. To control the pitch of the aircraft

B. To provide lateral stability and control the aircraft's yaw

C. To manage airspeed

D. To assist with engine thrust management

The rudder in the CRJ is primarily used to provide lateral stability and control the aircraft's yaw. This means that it helps the aircraft maintain its directional control during flight and assists in turning the aircraft by pivoting about its vertical axis. When a pilot applies input to the rudder, it effectively alters the aircraft's heading and allows for balanced flight, particularly during turns or when the aircraft encounters crosswinds. Option A is incorrect because pitch control is primarily managed by the elevators, which affect the aircraft's angle of ascent or descent. Option C is not the role of the rudder; managing airspeed is primarily accomplished through thrust management and flap configurations. Option D also does not pertain to the rudder's function, as engine thrust management is more closely related to the throttle controls and not the ailerons or rudder. Thus, the correct choice highlights the essential role of the rudder in enhancing lateral stability and ensuring effective control over the aircraft's yaw.

10. What is the importance of cockpit checks during taxi?

A. To entertain the crew and passengers

B. To ensure systems are operational and prepare for takeoff

C. To adjust seating for passenger comfort

D. To discuss flight plans with the co-pilot

The significance of conducting cockpit checks during taxi primarily revolves around ensuring that all systems are operational and preparing for takeoff. This involves reviewing and verifying critical flight instruments, confirming that navigational systems are functioning, and that communication equipment is ready for use. By doing so, the crew can identify any potential issues before takeoff, which helps enhance safety and operational efficiency. Furthermore, these checks provide an opportunity to confirm that all necessary settings are in place, such as engine parameters and flight management system configurations. This systematic approach not only minimizes the risk of encountering problems during the flight but also allows the pilots to focus on their roles as they proceed with the takeoff. Overall, these pre-takeoff checks are vital for ensuring a successful and safe flight.

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://skywestcrjcq.examzify.com

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