Skywest CRJ Cockpit Qualification (CQ) 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

1. What is a 'NOTAM' in aviation?

- **A. A Notice to Airmen that provides essential information about flight operations**
- **B. A document analyzing weather patterns before flights**
- **C. A guideline for emergency procedures**
- **D. A report on aircraft maintenance history**

2. Is a maintenance write-up required if the EFB securing device is broken?

- **A. Yes, it is an aircraft component**
- **B. No, it should not be written up**
- **C. Yes, it must be replaced immediately**
- **D. No, but it should be noted in the logbook**

3. What is the function of the APU on the CRJ?

- **A. It provides power and air for starting engines and in-flight electrical needs**
- **B. It enhances fuel efficiency during cruise flight**
- **C. It serves as a backup for navigation systems**
- **D. It increases the maximum passenger capacity**

4. 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**

5. What type of systems are used in the CRJ for navigation and communication?

- **A. Analog systems only**
- **B. Hybrid combinations of digital and analog**
- **C. Only digital systems**
- **D. Only manual systems**

6. What function does the autopilot serve in the CRJ?

A. To control engine power

B. To maintain altitude, heading, and navigation during flight

C. To manage fuel flow

D. To assist in takeoff and landing only

7. What are the indications of an engine failure during flight?

A. Increased airspeed and altitude

B. Loss of thrust, abnormal engine instruments, and warning alerts

C. Reduced cabin pressure

D. Normal engine sounds

8. Where can you find the Anti-Skid switch in the CRJ 200?

A. Right of the MLG handle

B. Left of the MLG handle

C. Near the navigation display

D. At the center console

9. What is the purpose of performing pre-flight checks?

A. To ensure the comfort of passengers

B. To confirm that all systems are functioning properly

C. To review weather conditions

D. To evaluate cabin crew readiness

10. What is typically monitored to ensure passenger safety during a CRJ flight?

A. Cabin pressure and temperature

B. Flight altitudes and speed adjustments

C. Fuel levels and engine performance

D. All of the above

Answers

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

Explanations

1. What is a 'NOTAM' in aviation?

A. A Notice to Airmen that provides essential information about flight operations

B. A document analyzing weather patterns before flights

C. A guideline for emergency procedures

D. A report on aircraft maintenance history

A 'NOTAM,' or Notice to Airmen, is a crucial communication tool used in aviation to disseminate important information about flight operations. These notices inform pilots and relevant personnel about various factors that could affect flight safety, such as runway closures, airspace restrictions, and other significant changes or hazards. The information contained within a NOTAM is time-sensitive and can be critical for flight planning and en-route decision-making. In contrast, while weather analysis documents contribute to overall safety, they do not encapsulate the full scope of what a NOTAM encompasses. Emergency procedure guidelines, although vital for handling in-flight situations, serve a different purpose than providing operational updates. Similarly, reports on aircraft maintenance history focus specifically on the mechanical condition of an aircraft and are not related to real-time operational changes that NOTAMs communicate. Thus, the definition of a NOTAM as a Notice to Airmen providing essential flight operation information is accurate and reflects its purpose in aviation safety and operations.

2. Is a maintenance write-up required if the EFB securing device is broken?

A. Yes, it is an aircraft component

B. No, it should not be written up

C. Yes, it must be replaced immediately

D. No, but it should be noted in the logbook

The correct choice indicates that a maintenance write-up is not required if the EFB securing device is broken. This situation is based on operational protocols regarding the nature of the device itself and its classification in terms of aircraft maintenance requirements. In the context of the EFB (Electronic Flight Bag), the securing device is often not classified as a critical aircraft component that would necessitate an official maintenance write-up. Instead, it is considered an accessory that, while important for holding the EFB securely, does not affect the aircraft's airworthiness directly. It is typically expected that pilots will note such issues for awareness, but not all damages to non-critical components require immediate formal documentation in the maintenance logs. In addition, the context and operational procedures dictate that items considered non-essential to flight safety can often be addressed in ways other than formal maintenance write-ups, allowing for operational flexibility while ensuring that critical safety items are prioritized.

3. What is the function of the APU on the CRJ?

A. It provides power and air for starting engines and in-flight electrical needs

B. It enhances fuel efficiency during cruise flight

C. It serves as a backup for navigation systems

D. It increases the maximum passenger capacity

The function of the Auxiliary Power Unit (APU) on the CRJ is primarily to provide power and air for starting the engines and to meet in-flight electrical needs. This small turbine engine is essential for supplying electrical power to the aircraft when the engines are not running, and it also supplies bleed air, which is used for starting the main engines and for environmental control systems such as cabin heating and cooling. When the APU is operating, it allows the aircraft to be self-sufficient on the ground, eliminating the need for external power sources and enabling operations in remote locations where ground services might not be available. This is particularly important during pre-flight preparations and when the aircraft is on the ground for extended periods. Therefore, the correct answer accurately captures the multifaceted role of the APU in both ground operations and during flight. Other options do not align with the fundamental role of the APU. Enhancing fuel efficiency during cruise flight, serving as a backup for navigation systems, or increasing passenger capacity are functions not associated with the APU's design and operational purpose.

4. 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.

5. What type of systems are used in the CRJ for navigation and communication?

A. Analog systems only

B. Hybrid combinations of digital and analog

C. Only digital systems

D. Only manual systems

The correct choice indicates that the CRJ utilizes hybrid combinations of digital and analog systems for navigation and communication. In modern aviation, especially in aircraft like the CRJ, a blend of digital and analog technologies is common. Digital systems have become predominant due to their accuracy, reliability, and the ease with which they can process and display information. However, some legacy systems or certain functionalities may still rely on analog technologies, providing redundancy and compatibility with various older navigational aids. This combination allows the CRJ to take advantage of the strengths of both technologies. Digital systems enhance precision and data management, while analog systems can offer simpler, straightforward operations, particularly in cases of system failure. Therefore, the choice reflects the practical design of the airplane's navigational and communication systems, ensuring both performance and reliability.

6. What function does the autopilot serve in the CRJ?

A. To control engine power

B. To maintain altitude, heading, and navigation during flight

C. To manage fuel flow

D. To assist in takeoff and landing only

The autopilot in the CRJ plays a crucial role in enhancing flight safety and operational efficiency by maintaining altitude, heading, and navigation during flight. This sophisticated system can perform essential tasks such as keeping the aircraft on a designated flight path and managing its altitude, which allows pilots to focus on other important aspects of flying. Maintaining altitude is vital for avoiding obstacles and ensuring a smooth flight, while heading control helps in following airways or specific routes. Additionally, the navigation capabilities of the autopilot integrate data from various instruments and systems, guiding the aircraft to its intended destination with precision. This functionality is particularly advantageous during cruise flight, enabling pilots to better manage the overall flight environment and workload. The other options do not accurately represent the primary functions of the autopilot. While engine power management and fuel flow are important aspects of overall flight operations, these tasks are typically managed by different systems. Assistance in takeoff and landing is limited, as autopilots are often not engaged during these critical phases of flight, yet they can assist in certain approaches under specific conditions.

7. What are the indications of an engine failure during flight?

A. Increased airspeed and altitude

B. Loss of thrust, abnormal engine instruments, and warning alerts

C. Reduced cabin pressure

D. Normal engine sounds

The indications of an engine failure during flight include loss of thrust, abnormal engine instruments, and warning alerts. When an engine fails, the aircraft experiences a significant reduction in thrust produced by that engine, which can lead to an inability to maintain altitude or airspeed if corrective actions are not taken. Additionally, abnormal engine instruments such as oil pressure, fuel flow, or temperature gauges might show readings outside of the normal operational parameters, signaling that there is a malfunction. Warning alerts from the aircraft's systems are also designed to notify the flight crew of critical situations, including engine failures. Together, these factors provide clear indications to pilots that an engine issue has occurred, allowing them to follow proper procedures to manage the situation safely. In contrast, increased airspeed and altitude would not be expected during an engine failure. Reduced cabin pressure is unrelated to engine performance directly and would indicate a separate issue potentially related to pressurization systems. Normal engine sounds would suggest that the engines are operating correctly, which would not occur if there were an actual failure.

8. Where can you find the Anti-Skid switch in the CRJ 200?

A. Right of the MLG handle

B. Left of the MLG handle

C. Near the navigation display

D. At the center console

The Anti-Skid switch in the CRJ 200 is located to the left of the Main Landing Gear (MLG) handle. This placement is strategically designed for easy accessibility by the pilots during critical phases of flight, particularly during takeoffs and landings when the Anti-Skid system is crucial for maintaining control and preventing wheel skid during braking. This switch, when engaged, activates the Anti-Skid system, allowing for better braking performance and safety by controlling wheel lock-up during braking events. Located near the MLG handle, it ensures that pilots can quickly access and manage the Anti-Skid system as they handle the landing gear and prepare for landing or taxiing procedures. The other locations mentioned, such as near the navigation display and at the center console, do not align with the actual cockpit layout of the CRJ 200, reinforcing the correct identification of the switch's location.

9. What is the purpose of performing pre-flight checks?

A. To ensure the comfort of passengers

B. To confirm that all systems are functioning properly

C. To review weather conditions

D. To evaluate cabin crew readiness

Performing pre-flight checks is crucial for confirming that all systems are functioning properly. This process involves thorough inspection and verification of various aircraft systems to ensure their operational readiness. It encompasses checks of critical systems such as avionics, flight controls, engines, and safety equipment. By ensuring that everything is in working order before takeoff, the pilots are able to identify and address any potential issues that could affect the safety and performance of the flight. This contributes to overall safety for the passengers and crew, aligning with the professional responsibility of the pilots to conduct a safe operation. While aspects like passenger comfort, weather conditions, and cabin crew readiness are important, the primary and most critical focus during pre-flight checks is the operational integrity of the aircraft itself.

10. What is typically monitored to ensure passenger safety during a CRJ flight?

A. Cabin pressure and temperature

B. Flight altitudes and speed adjustments

C. Fuel levels and engine performance

D. All of the above

Monitoring various aspects of the aircraft during flight is essential for ensuring passenger safety. One critical area is cabin pressure and temperature, as these factors directly affect passenger comfort and safety, particularly during ascents and descents. Significant deviations in cabin pressure can lead to hypoxia, and extreme temperatures can create uncomfortable conditions for passengers. Flight altitudes and speed adjustments also play a vital role. Maintaining appropriate altitudes is crucial for avoiding controlled flight into terrain and ensuring safe separation from other air traffic. Speed management is equally important to prevent stalling or overspeed situations. Fuel levels and engine performance are critical for the overall operation of the aircraft. Adequate fuel levels are necessary to ensure that the aircraft can reach its destination safely, while careful monitoring of engine performance helps identify potential issues before they become critical. Since all these factors contribute to the safety and management of the flight, it's necessary to monitor them collectively. Therefore, recognizing that each choice holds importance in passenger safety leads to the understanding that monitoring all of the mentioned aspects is essential during a CRJ 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!