

SKYWEST CRJ COCKPIT QUALIFICATION (CQ) PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

**VISIT US ONLINE FOR
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. What emergency equipment is included in the CRJ cockpit?**
 - A. First aid kits and survival gear
 - B. Fire extinguishers, oxygen masks, and emergency checklist
 - C. Life rafts and flares
 - D. GPS devices and radar
- 2. What is the maximum crosswind limitation for landing in the CRJ 900?**
 - A. 30 knots
 - B. 32 knots
 - C. 35 knots
 - D. 28 knots
- 3. What does the term "crossfeed" refer to in aircraft fuel systems?**
 - A. The ability to transfer fuel between tanks
 - B. The process of refueling in flight
 - C. The indication of fuel levels in each tank
 - D. The regulation of fuel flow to engines
- 4. What should the PF do if the EFB securing device breaks?**
 - A. Use the remaining securing device
 - B. Stop flying and return to base
 - C. Continue the flight without any device
 - D. Inform maintenance staff immediately
- 5. What does the term "V1" in relation to takeoff signify?**
 - A. The speed at which a pilot must begin landing procedures
 - B. The decision speed at which a pilot must decide to continue or abort takeoff
 - C. The maximum speed allowed during ascent
 - D. The speed limit for ground maneuvering
- 6. Define the function of the thrust reversers in the CRJ.**
 - A. To enhance climb rate during takeoff
 - B. To reduce fuel consumption
 - C. To provide additional deceleration after landing
 - D. To assist in maintaining cruising altitude

- 7. 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
- 8. What is the minimum voltage required for batteries 1 and 2?**
- A. 24.0 V
 - B. 22.5 V
 - C. 20.0 V
 - D. 18.5 V
- 9. 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
- 10. What is the crosswind limitation for landing in the CRJ 700?**
- A. 27 knots
 - B. 30 knots
 - C. 32 knots
 - D. 25 knots

Answers

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

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Explanations

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1. What emergency equipment is included in the CRJ cockpit?

- A. First aid kits and survival gear
- B. Fire extinguishers, oxygen masks, and emergency checklist**
- C. Life rafts and flares
- D. GPS devices and radar

The presence of fire extinguishers, oxygen masks, and emergency checklists in the CRJ cockpit is crucial for ensuring the safety of both the flight crew and passengers during emergencies. Fire extinguishers are essential for quickly addressing any in-flight fire, reducing the risk of damage to the aircraft and maintaining a safe environment for the crew and passengers. Oxygen masks are vital for crew members in case of cabin depressurization or smoke inhalation, allowing them to maintain consciousness and continue their duties in emergencies. Emergency checklists provide pilots with the necessary protocols to follow in various emergency scenarios, guiding them step-by-step through the appropriate actions to take, which can be critical in high-stress situations. While other options may include relevant safety equipment or tools, they do not encompass the specific emergency equipment typically found in the cockpit of a CRJ, which focuses on immediate crew and flight safety.

2. What is the maximum crosswind limitation for landing in the CRJ 900?

- A. 30 knots
- B. 32 knots**
- C. 35 knots
- D. 28 knots

The maximum crosswind limitation for landing in the CRJ 900 is 32 knots. This value is defined in the aircraft's operating manual, which provides crucial information regarding the aircraft's handling characteristics under different weather conditions. The limitation is significant because exceeding it can affect the aircraft's controllability during landing, increasing the risk of an unstable approach or difficulty in alignment with the runway. The manufacturer establishes these limits through extensive flight testing and analysis, ensuring that pilots operate the aircraft within safe parameters. Understanding this limitation helps pilots make informed decisions about landing conditions. It is essential for maintaining safety and operational effectiveness during diverse weather situations.

3. What does the term "crossfeed" refer to in aircraft fuel systems?

- A. The ability to transfer fuel between tanks**
- B. The process of refueling in flight
- C. The indication of fuel levels in each tank
- D. The regulation of fuel flow to engines

The term "crossfeed" in aircraft fuel systems specifically refers to the ability to transfer fuel between tanks. This functionality allows for balancing fuel loads by moving fuel from one tank to another to optimize the aircraft's center of gravity and overall performance. Crossfeeding can also ensure that fuel is available to the engines from different sources within the aircraft, especially in situations where a particular tank may be depleted or compromised. The other options do not accurately capture the definition of "crossfeed." For example, the process of refueling in flight refers to a different operation entirely and is commonly known as air-to-air refueling. Indicating fuel levels pertains to measurement systems that display how much fuel is in each tank, while regulating fuel flow to engines involves controlling the amount of fuel being delivered to the engines, which is also distinct from the concept of crossfeeding. Thus, the distinction lies in the specific capability of transferring fuel between tanks, which ensures efficient fuel management in flight operations.

4. What should the PF do if the EFB securing device breaks?

- A. Use the remaining securing device**
- B. Stop flying and return to base
- C. Continue the flight without any device
- D. Inform maintenance staff immediately

If the electronic flight bag (EFB) securing device breaks, the pilot flying (PF) should utilize the remaining securing device available. This choice allows for continued operational safety by securing the EFB in place to prevent it from becoming a distraction or a potential hazard while flying. The EFB is a critical tool for access to charts, operational data, and other flight-related information. By using the remaining device, the pilot can ensure that the EFB remains stable and accessible during the flight. Other options may not prioritize immediate safety and operational integrity as effectively. Returning to base or stopping the flight could be unnecessarily disruptive if a method to secure the EFB is still at hand. Continuing the flight without any securing device poses risks, as it can lead to the EFB moving around in the cockpit, potentially distracting the crew or blocking critical instruments. Informing maintenance staff is also important but is more of a secondary consideration once the immediate need for securing the EFB is addressed. Thus, using the remaining securing device is the most logical and safety-conscious response.

5. What does the term "V1" in relation to takeoff signify?

- A. The speed at which a pilot must begin landing procedures
- B. The decision speed at which a pilot must decide to continue or abort takeoff**
- C. The maximum speed allowed during ascent
- D. The speed limit for ground maneuvering

The term "V1" refers to a critical point during the takeoff phase of flight, signifying the decision speed at which the pilot must determine whether to continue the takeoff or abort it safely. It is a key element in the takeoff decision-making process. If the aircraft experiences an engine failure or any other critical issue before reaching V1, the pilot must abort the takeoff. However, once V1 is reached, the aircraft is generally considered to be committed to takeoff, and the pilot should continue the takeoff even if there is an engine failure, as it is no longer safe to stop on the runway. Understanding V1 is essential for the safety of flight operations, as it is calculated based on various factors, including runway length, aircraft weight, environmental conditions, and more, ensuring that pilots can make informed decisions during takeoff.

6. Define the function of the thrust reversers in the CRJ.

- A. To enhance climb rate during takeoff
- B. To reduce fuel consumption
- C. To provide additional deceleration after landing**
- D. To assist in maintaining cruising altitude

Thrust reversers in the CRJ are primarily designed to provide additional deceleration after landing. When the aircraft touches down, the thrust reversers redirect engine thrust forward, which helps to slow down the aircraft more quickly than using brakes alone. This is especially important for reducing the landing distance and ensuring that the aircraft can stop safely within available runway lengths, particularly in adverse conditions or on shorter runways. By deploying the thrust reversers, pilots can increase the effectiveness of the braking system, enhancing overall safety during the landing phase.

7. 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.

8. What is the minimum voltage required for batteries 1 and 2?

- A. 24.0 V
- B. 22.5 V**
- C. 20.0 V
- D. 18.5 V

The minimum voltage required for batteries 1 and 2 being set at 22.5 V is based on the operational standards needed to ensure reliable performance and safety of the aircraft's electrical systems. This voltage threshold is critical for maintaining the required power for startup, avionics operation, and other essential systems during flight. Operating below this threshold can lead to insufficient power supply, potentially compromising the functionality of various systems that rely on the batteries. For example, if the batteries fall below 22.5 V, there is an increased risk of electrical failures or malfunctions that could impact navigation, communication, and safety systems on the aircraft. By setting the minimum at 22.5 V, the aircraft systems can efficiently function, ensuring safety and reliability during operations. Thus, the significance of this specific minimum voltage is crucial for effective operation and safety protocols in aviation operations.

9. 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

10. What is the crosswind limitation for landing in the CRJ 700?

- A. 27 knots
- B. 30 knots**
- C. 32 knots
- D. 25 knots

The crosswind limitation for landing in the CRJ 700 is 30 knots. This limit is established through manufacturer guidance and operational experience, ensuring safe operations under various weather conditions. Adhering to this limit is crucial because exceeding crosswind limitations can lead to difficulties in aircraft control during landing, potentially resulting in runway excursions or challenges in maintaining the desired flight path. Each aircraft has specific operational tolerances, and understanding the crosswind limitations helps pilots make informed decisions regarding takeoff and landing, especially during adverse weather conditions. It is important for pilots to be familiar with such limitations to enhance safety and operational effectiveness during flights.

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!

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