SkyWest ERJ 175 Limitations 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 the cooldown limit after completing five dry motoring cycles?

A. 15 minutes

B. 5 minutes

C. 30 minutes

D. 1 hour

2. If landing flaps are set to 5, what is the go-around flap setting?

A. Flaps 1

B. Flaps 2

C. Flaps 3

D. Flaps 4

3. Minimum battery voltage for normal operations?

A. 21.0 V

B. 22.0 V

C. 22.5 V

D. 23.5 V

4. What is the maximum altitude at which the APU bleed use is allowed?

A. 10,000 ft

B. 15,000 ft

C. 20,000 ft

D. 25,000 ft

5. Which item uses the speed limit VMO/MMO?

A. RAT Deploy MAX

B. Vb

C. V window

D. Vle

6. For CAT II approach, which flap setting is mandatory?

A. Flaps 3

B. Flaps 4

C. Flaps 5

D. Flaps 6

7. The minimum AP use height for a non-precision approach corresponds to which altitude reference?

A. Decision Height

B. MDA

C. DH

D. VD

8. Which Dry Motoring Duty Cycle has a 30-second ON time?

A. Dry Motoring Duty Cycle Limits #2 - 5

B. Dry Motoring Duty Cycle Limits #1

C. Dry Motoring Duty Cycle Limits after 5

D. Not Applicable

9. What is the tail height of the aircraft?

A. 32' 4"

B. 33' 2"

C. 31' 9"

D. 34' 0"

10. Are slats or flaps allowed to operate enroute?

A. Prohibited

B. Permitted with restrictions

C. Permitted in all conditions

D. Not specified

Answers

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

Explanations

1. What is the cooldown limit after completing five dry motoring cycles?

A. 15 minutes

B. 5 minutes

C. 30 minutes

D. 1 hour

Cooldown after completing five dry motoring cycles is fifteen minutes. Dry motoring spins the engine without fuel to check the start system and lubrication path, but repeated cycles raise core and bearing temperatures. The 15-minute cooldown lets temperatures and oil pressures fall to safe levels before any further motoring or starts, protecting components from overheating and wear. The timer starts once the fifth dry motoring cycle finishes.

2. If landing flaps are set to 5, what is the go-around flap setting?

A. Flaps 1

B. Flaps 2

C. Flaps 3

D. Flaps 4

Going around from a landing configuration requires a flap setting that provides enough lift for a positive climb while reducing drag enough to accelerate cleanly. On the ERJ 175, the standard go-around setting when the landing flaps are at 5 is to retract to flaps 2. This gives a good balance: you keep enough lift to start the climb with a stable attitude, but you're not carrying the extra drag of flaps 5, which would hinder acceleration. Once you're established in the climb, you can continue retracting flaps per the flight manual to flaps 1 and then up, as speed and altitude permit. Flaps 1 would not give as much margin for a safe climb from a GA, and higher settings would slow you down more during the maneuver.

3. Minimum battery voltage for normal operations?

A. 21.0 V

B. 22.0 V

C. 22.5 V

D. 23.5 V

The key idea is that the aircraft's 24 V electrical system has a lower voltage limit below which normal operation of avionics and essential systems can no longer be guaranteed. If the battery voltage stays at or above this minimum, the system can reliably power the required loads even as some current is drawn from the battery or the bus voltage fluctuates. The specified minimum for normal operations is 22.5 volts. That threshold provides a safety margin so that, under typical loads, the voltage doesn't sag into a range where essential equipment might reset or behave erratically. Values well above this minimum (like 23.5 V) are still acceptable, but they are not the defining lower limit. Values at 22.0 V or 21.0 V would be approaching or below the point where normal operation can be ensured, signaling abnormal or degraded conditions rather than normal operation.

4. What is the maximum altitude at which the APU bleed use is allowed?

A. 10,000 ft

B. 15,000 ft

C. 20,000 ft

D. 25,000 ft

The amount of bleed air the APU can reliably provide is limited by altitude. For the ERJ-175, the APU bleed source is approved for use only up to 15,000 feet. Above that altitude, the APU cannot guarantee the necessary bleed air pressure and flow to supply the environmental control system, so you must rely on engine bleed or electric packs instead. This limit protects the pneumatic system from insufficient air supply and potential abnormal operation.

5. Which item uses the speed limit VMO/MMO?

A. RAT Deploy MAX

B. Vb

C. V window

D. Vle

VMO/MMO is the ultimate speed limit for the airplane, and the Ram Air Turbine (RAT) has a dedicated deployment limit tied to that ceiling. The RAT Deploy MAX is defined so that RAT deployment must occur below or at VMO/MMO, protecting the RAT mechanism and hydraulics from excessive dynamic pressure. That's why this item uses the VMO/MMO limit. Other speeds refer to different systems—Vb is maneuv ering speed for gusts, V window is the safe speed range for config changes, and Vle is the maximum speed with the landing gear extended—none of which govern RAT deployment.

6. For CAT II approach, which flap setting is mandatory?

A. Flaps 3

B. Flaps 4

C. Flaps 5

D. Flaps 6

CAT II approaches require a fixed, certified landing configuration that provides stable, low-speed handling and reliable performance to meet the lower decision heights. For this aircraft, the approved CAT II approach configuration is with Flaps five. This setting gives enough wing camber and lift at the slower approach speeds, enabling a stable descent and reliable capture of the ILS with the autoland/flight-control system within the CAT II envelope. Using a lighter flap setting would leave you at a higher approach speed with reduced margin, not meeting the CAT II certification requirements. Using a heavier setting would introduce more drag and alter performance in a way that isn't required for CAT II and may complicate the approach profile. So, Flaps five is the mandated setting.

7. The minimum AP use height for a non-precision approach corresponds to which altitude reference?

A. Decision Height

B. MDA

C. DH

D. VD

Non-precision approaches use a minimum descent altitude as the altitude reference for their minimums. This is the level you may descend to on the approach, but you must remain at or above it until you have the required visual references to continue to landing. There is no glide slope or formal decision point like on precision approaches, so a decision height isn't applicable here. That's why the minimum autopilot use height on a non-precision approach corresponds to the MDA. The other terms—Decision Height (DH) and its abbreviation—are associated with precision approaches, and VD isn't a standard reference for this context, so they don't fit.

8. Which Dry Motoring Duty Cycle has a 30-second ON time?

A. Dry Motoring Duty Cycle Limits #2 - 5

B. Dry Motoring Duty Cycle Limits #1

C. Dry Motoring Duty Cycle Limits after 5

D. Not Applicable

Dry motoring duty cycles define how long an engine can be run without normal thrust to protect the engine during testing or servicing. The option that lists a 30-second ON time fits the criterion you're looking for, because it explicitly sets the engine ON duration to 30 seconds. The other options refer to different limits or say not applicable, so they don't match the requirement of a 30-second ON time.

9. What is the tail height of the aircraft?

A. 32' 4"

B. 33' 2"

C. 31' 9"

D. 34' 0"

Tail height is the vertical distance from the ground to the top of the aircraft when it's on its landing gear. This clearance matters for things like hangars, jet bridges, and ground equipment to ensure they can reach or clear the aircraft without contact. For the ERJ 175, the official tail height is 32 feet 4 inches, so the correct value is 32'4". The other options would either be higher (implying more clearance than the aircraft actually needs) or lower (risking tail contact); the 32'4" figure matches the manufacturer's specification for this aircraft.

10. Are slats or flaps allowed to operate enroute?

A. Prohibited

B. Permitted with restrictions

C. Permitted in all conditions

D. Not specified

Slats and flaps are not allowed to be deployed during enroute (cruise) flight. These surfaces are designed for takeoff and landing configurations to manage lift and drag at low speeds, not for cruise regimes. The aircraft's limitations specify that extending them enroute is prohibited, to ensure safe handling, stall margins, and structural loads during flight. They're intended to be used only in approved phases of flight, not during cruise.

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://skywesterj175lim.examzify.com

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