

SKYWEST ERJ 175 LIMITATIONS PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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 is the purpose of performing a preflight limitation check?**
 - A. To examine the cabin for cleanliness
 - B. To check entertainment system
 - C. To ensure the aircraft is within the manufacturer's approved envelope before flight
 - D. To verify pilot passes
- 2. Which statement about CG limits is true?**
 - A. CG limits apply only during takeoff.
 - B. CG limits apply to in-flight fuel management only.
 - C. CG limits are intended to maintain safe handling, stall margins, and structural integrity across the entire envelope.
 - D. CG limits apply only to landing.
- 3. Brake temperatures must be what color for takeoff?**
 - A. Green
 - B. Yellow
 - C. Amber
 - D. Red
- 4. Which dimension represents the aircraft's overall height?**
 - A. Tail height
 - B. Wing span
 - C. Aircraft length
 - D. Min Runway Width
- 5. Where in the AFM would you find published maximum takeoff and landing weights?**
 - A. In the Engine Performance chapter.
 - B. In the Takeoff and Landing Performance section.
 - C. In the Weight and Balance/Limitations section.
 - D. In the Aircraft General Procedures.

6. What is Vfe 2?

- A. 215 knots
- B. 200 knots
- C. 180 knots
- D. 165 knots

7. What is the wingspan of the aircraft?

- A. 93' 11"
- B. 92' 0"
- C. 95' 2"
- D. 90' 9"

8. What is the maximum zero fuel weight for the aircraft?

- A. 85,870 lb
- B. 85,517 lb
- C. 74,957 lb
- D. 69,886 lb

9. The use of thrust reversers during normal taxi operations and power back operations is?

- A. Required
- B. Prohibited
- C. Optional
- D. Not recommended

10. The FMS Speed Module in engine failure situations is:

- A. Permitted
- B. Prohibited
- C. Optional
- D. Required

Answers

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

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Explanations

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1. What is the purpose of performing a preflight limitation check?

- A. To examine the cabin for cleanliness
- B. To check entertainment system
- C. To ensure the aircraft is within the manufacturer's approved envelope before flight**
- D. To verify pilot passes

Ensuring the aircraft is operated within its manufacturer's approved envelope before flight. This means checking that planned weight, payload, and center of gravity keep the airplane within the tested limits, and that performance and configuration data (like speed, flight regime, and structural loads) remain within approved boundaries for the anticipated conditions. Staying inside this envelope safeguards against overstress and ensures the aircraft can be operated safely and as intended. The other tasks listed don't relate to whether the aircraft is within those approved operating limits. Cabin cleanliness and in-flight entertainment are not safety limits, and verifying pilot credentials is a separate check unrelated to the aircraft's certified envelope.

2. Which statement about CG limits is true?

- A. CG limits apply only during takeoff.
- B. CG limits apply to in-flight fuel management only.
- C. CG limits are intended to maintain safe handling, stall margins, and structural integrity across the entire envelope.
- D. CG limits apply only to landing.**

Center of gravity limits are there to keep the airplane controllable and structurally safe no matter what phase of flight you're in. They define a safe range for where the weight can be distributed so you have enough elevator authority, adequate stall margins, and the loads the structure was designed to handle across the whole flight envelope. That means the CG must stay within those limits from takeoff through climb, cruise, descent, and landing, even as fuel is burned and payload shifts. The statement that best captures this is the one that says CG limits are intended to maintain safe handling, stall margins, and structural integrity across the entire envelope. CG can move with fuel burn and passenger/baggage distribution, so restricting it to a single phase (takeoff, in-flight fuel management, or landing) would ignore how CG behavior affects stability and controllability throughout the flight. Maintaining the CG within limits at all times ensures you won't encounter insufficient pitch control, excessive stall risk, or overstress on the airframe. In practice, staying within the limits means checking weight and balance before flight and monitoring CG during loading and fuel planning, since shifts can occur as fuel is consumed or loads change.

3. Brake temperatures must be what color for takeoff?

- A. Green**
- B. Yellow
- C. Amber
- D. Red

Brake temperatures are shown in color to indicate whether the brakes are within a safe takeoff range. Green means the brakes are cool and within the acceptable takeoff limits, giving full braking performance if needed. Warmer colors (yellow/amber/red) signal increasing heat and potential brake fade, which can compromise braking effectiveness during an aborted takeoff or landing roll. Because of that, takeoff is only permitted when the brake temperature is green.

4. Which dimension represents the aircraft's overall height?

- A. Tail height**
- B. Wing span
- C. Aircraft length
- D. Min Runway Width

The height of an aircraft is its vertical dimension—the distance from the ground up to the top of the airframe, which is the tail height (including the vertical stabilizer). This is the measurement that describes how tall the plane is, and it's the key figure used for clearance under obstacles, gates, and hangars. Wing span is the horizontal distance from wingtip to wingtip, not the height. Aircraft length is the nose-to-tail distance along the fuselage. Minimum runway width is a ground operation requirement, not a measurement of the aircraft's size.

5. Where in the AFM would you find published maximum takeoff and landing weights?

- A. In the Engine Performance chapter.
- B. In the Takeoff and Landing Performance section.
- C. In the Weight and Balance/Limitations section.
- D. In the Aircraft General Procedures.**

Maximum takeoff weight and maximum landing weight are weight limits tied to the aircraft's structural and balance constraints. They're published in the section that lists all weight, balance, and operating limitations. That Weight and Balance/Limitations section is specifically where you'll find the MTOW and MLW (along with CG envelope and other weight-related restrictions). The Takeoff and Landing Performance section uses those limits as inputs for performance calculations (like runway requirements and speeds) but isn't where the limits themselves are listed. Engine Performance covers engine data, and Aircraft General Procedures covers normal operating procedures and checklists, not weight limits. So the published maximum takeoff and landing weights are found in Weight and Balance/Limitations.

6. What is Vfe 2?

- A. 215 knots**
- B. 200 knots
- C. 180 knots
- D. 165 knots

Vfe is the maximum speed permitted with a specific flap setting extended. For flap position 2 on the ERJ 175, the published limit is 215 knots. Going faster than this while the flap is in position 2 risks over-stressing the flap mechanism or causing control issues because the flaps add structural and aerodynamic loads that the airframe is not designed to handle above that speed. So 215 knots is the correct Vfe for flap 2. The other numbers aren't the official Vfe for this flap setting; they would correspond to other flap configurations or simply not match the aircraft's published limits.

7. What is the wingspan of the aircraft?

- A. 93' 11"**
- B. 92' 0"
- C. 95' 2"
- D. 90' 9"

Wingspan is the distance from the tip of one wing to the tip of the other wing when the wings are fully extended. For the ERJ-175, the official measurement across the wings is 93 feet 11 inches. This fixed dimension is used for determining clearance at gates, taxiways, and parking spots, and it appears in the aircraft's limiting data. The other numbers don't match the published airframe wingspan, so they aren't the correct value for this aircraft.

8. What is the maximum zero fuel weight for the aircraft?

- A. 85,870 lb
- B. 85,517 lb
- C. 74,957 lb
- D. 69,886 lb**

The concept being tested is maximum zero fuel weight. Zero fuel weight (ZFW) is the aircraft's weight with all payload—passengers, baggage, cargo, and crew—but without any usable fuel. The maximum zero fuel weight (MZFW) is a fixed limit set by the airplane's structure and balance. It defines how heavy the payload can be before fuel is added, ensuring the aircraft remains within structural and center-of-gravity limits when there is no fuel on board. When planning, you must not let payload push the ZFW above this limit; fuel is added later and increases takeoff weight, but does not affect the ZFW value itself. For the ERJ 175 in question, the specified maximum zero fuel weight is 69,886 lb. This is the highest payload-only weight the aircraft can carry while still staying within its design limits without fuel. The other numbers are higher than the MZFW and would violate this non-fueled weight limit if used, requiring payload reduction or a different configuration to stay compliant.

9. The use of thrust reversers during normal taxi operations and power back operations is?

- A. Required
- B. Prohibited**
- C. Optional
- D. Not recommended

Thrust reversers are designed to help slow the airplane during the landing roll, not to power movement on the ground. Using reverse thrust while taxiing or doing a powerback can disrupt directional control at low speeds, create a strong reverse airflow that can kick up debris or strike ground equipment, and place unusual or damaging loads on the engines and nacelles. For safety and to protect equipment, the procedures prohibit deploying thrust reversers for normal taxiing or powerback. Hence, the correct stance is that this is prohibited.

10. The FMS Speed Module in engine failure situations is:

- A. Permitted
- B. Prohibited**
- C. Optional
- D. Required

In an engine failure situation, the speed management within the FMS is prohibited. The FMS speed module relies on data from all engines to estimate safe target speeds, and with one engine out the aircraft's performance becomes asymmetric and highly dynamic. Following the FMS' automated speed targets under these conditions can lead to inappropriate airspeeds or conflicting guidance with the required one-engine-out climb and thrust settings. To maintain safe performance, you disable or bypass the FMS speed guidance and manage speed manually through thrust and pitch guidance (following the published one-engine-out procedures). This is not optional or required; it's prohibited because relying on the FMS for speed in an engine-out scenario could compromise safety.

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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://skywesterj175lim.examzify.com>

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

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