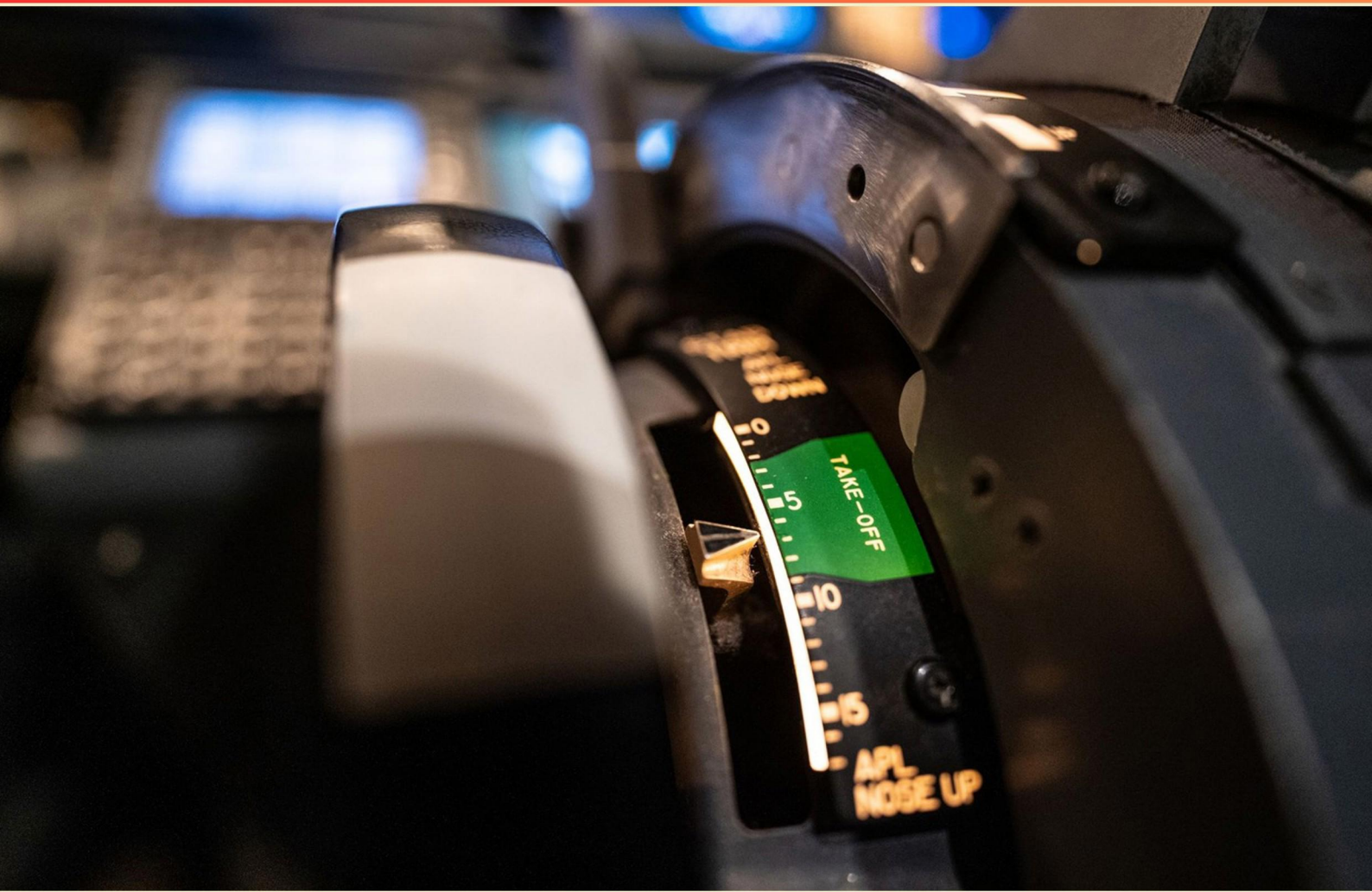


# SKYWEST ERJ COCKPIT QUALIFICATION (CQ) AND KNOWLEDGE VALIDATION (KV) PRACTICE EXAM (SAMPLE)

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. If smoke fills the flight deck, what is the first action you should take?**
  - A. Evacuate immediately
  - B. Don emergency oxygen mask
  - C. Communicate with cabin personnel
  - D. Initiate emergency landing procedures
  
- 2. Which of the following is typically included in a pre-takeoff procedure?**
  - A. Passenger announcements
  - B. Fuel loading procedures
  - C. Configuration confirmation
  - D. Cabin crew briefing
  
- 3. What is the purpose of a "cross-check" in multi-pilot operations?**
  - A. To allow one pilot to take control completely
  - B. To validate each other's actions and decisions
  - C. To monitor cabin conditions
  - D. To ensure adherence to standard operating procedures
  
- 4. What is the recommended protocol for handling a fuel emergency?**
  - A. Ignore the situation and continue as planned
  - B. Declare an emergency, monitor fuel status, and prepare for an alternate landing
  - C. Communicate only with ground control
  - D. Switch off all non-essential systems immediately
  
- 5. Which phase follows the takeoff checklist in the ERJ flight operations?**
  - A. Initial approach checklist
  - B. Climb checklist
  - C. Final approach checklist
  - D. Descent checklist
  
- 6. What is considered a contaminated runway?**
  - A. When more than 25% of the surface area is covered by less than 1/8 inch of water
  - B. When more than 25% of the surface area is covered by more than 1/8 inch
  - C. When no visible moisture is present
  - D. When the surface is completely dry

- 7. What is the maximum fuel capacity of the aircraft?**
- A. 18,500 lbs
  - B. 20,000 lbs
  - C. 20,935 lbs
  - D. 22,000 lbs
- 8. What is the maximum fuel imbalance permitted during takeoff or landing?**
- A. 400 lbs
  - B. 600 lbs
  - C. 794 lbs
  - D. 1,000 lbs
- 9. What is the procedure during an APU fault indicated by the EICAS?**
- A. Repair the APU on site
  - B. Log the fault in the maintenance report
  - C. Continue the flight
  - D. Turn off the APU and report
- 10. How should a Minimum Equipment List (MEL) item be interpreted during flight operations?**
- A. As a guideline for necessary equipment for safe operation
  - B. As a recommendation for optional equipment adjustments
  - C. As an indication of non-essential equipment and its limitations
  - D. As mandatory equipment that must be operational at all times

## **Answers**

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

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## **Explanations**

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**1. If smoke fills the flight deck, what is the first action you should take?**

- A. Evacuate immediately
- B. Don emergency oxygen mask**
- C. Communicate with cabin personnel
- D. Initiate emergency landing procedures

*When smoke fills the flight deck, the first critical action to take is to don the emergency oxygen mask. This is essential for maintaining personal safety and ensuring continued pilot performance. The presence of smoke can significantly impair visibility and create a hazardous environment, leading to potential disorientation or loss of consciousness due to smoke inhalation. By utilizing the emergency oxygen mask, the pilots can secure their oxygen supply, which is vital for both physiological function and maintaining situational awareness. Once the emergency masks are donned, the next steps, including communication with cabin personnel, initiating emergency landing procedures, or evacuation, can be addressed more effectively without the immediate risk of incapacitation. Providing oxygen allows the flight crew to remain alert and capable of managing the emergency effectively, which is paramount in critical situations like smoke in the cockpit.*

**2. Which of the following is typically included in a pre-takeoff procedure?**

- A. Passenger announcements
- B. Fuel loading procedures
- C. Configuration confirmation**
- D. Cabin crew briefing

*The pre-takeoff procedure is a critical phase in flight operations where the flight crew ensures that everything is in order before embarking on the flight. This includes checking that the aircraft is properly configured for takeoff, which encompasses verifying that all systems are set correctly and that the aircraft is ready for safe departure. Configuration confirmation involves various checks, such as ensuring flaps are set to the correct position, the flight control systems are operational, and the autothrottle is armed, among other settings. This step is essential for ensuring that the aircraft can achieve a safe and effective takeoff. While other elements such as passenger announcements, fuel loading procedures, and cabin crew briefings are important components of flight operations, they fall outside the specific focus of pre-takeoff procedures. Passenger announcements pertain to communication with passengers, fuel loading procedures are related to ground operations, and cabin crew briefings typically occur as part of the boarding process prior to the pre-takeoff checklist. Therefore, the emphasis on configuration confirmation is crucial for operational safety and efficiency during takeoff.*

### 3. What is the purpose of a "cross-check" in multi-pilot operations?

- A. To allow one pilot to take control completely
- B. To validate each other's actions and decisions**
- C. To monitor cabin conditions
- D. To ensure adherence to standard operating procedures

*In multi-pilot operations, a "cross-check" serves the critical function of validating each other's actions and decisions. This process enhances situational awareness and reduces the potential for errors by ensuring that both pilots continuously monitor and verify each other's work. It establishes a form of mutual accountability, where one pilot's approach or decision is confirmed by the other, fostering a collaborative environment that can lead to safer and more effective cockpit operations. This validation is essential, particularly in high-stress situations or during complex maneuvers, where it is vital to ensure that actions taken are not only correct but also in alignment with the flight plan and relevant procedures. In doing so, the cross-check process contributes significantly to the overall safety and efficiency of flight operations. While monitoring cabin conditions and adhering to standard operating procedures are important aspects of flight operations, they do not specifically encapsulate the primary purpose of the cross-checking process, which is inherently about mutually verifying actions and decisions between pilots.*

### 4. What is the recommended protocol for handling a fuel emergency?

- A. Ignore the situation and continue as planned
- B. Declare an emergency, monitor fuel status, and prepare for an alternate landing**
- C. Communicate only with ground control
- D. Switch off all non-essential systems immediately

*The recommended protocol for handling a fuel emergency is to declare an emergency, monitor fuel status, and prepare for an alternate landing. This approach emphasizes the importance of recognizing the severity of the situation and prioritizing safety. Declaring an emergency alerts air traffic control and other relevant parties about the situation. This ensures access to all necessary resources, including priority handling for landing and potential assistance en route. Monitoring the fuel status is crucial, as it provides real-time data on how much fuel is left and how quickly it is being consumed, allowing for informed decision-making regarding the most appropriate alternate airports for landing. Preparing for an alternate landing involves identifying suitable airports where the aircraft can safely land, taking into consideration factors such as distance, weather conditions, and runway availability. This proactive measure enhances the flight crew's readiness and ensures that they are prepared for a safe landing if the fuel situation worsens. This course of action aligns with aviation best practices and safety protocols, which prioritize effective communication, situational awareness, and contingency planning in emergency scenarios.*

## 5. Which phase follows the takeoff checklist in the ERJ flight operations?

- A. Initial approach checklist
- B. Climb checklist**
- C. Final approach checklist
- D. Descent checklist

Following the takeoff checklist in the ERJ flight operations, the logical next phase is the climb checklist. After an aircraft takes off, the immediate focus shifts to ensuring that the aircraft is climbing properly and all systems are operating as expected during this phase of flight. The climb checklist is designed to verify that performance parameters are met, configurations such as flaps and gear are set to appropriate values, and necessary systems are nominal. As the aircraft transitions from the ground to a climbing attitude, crew members utilize the climb checklist to assist in managing the aircraft's systems and ensuring a safe ascent. This checklist helps maintain compliance with operational standards and prepares the flight crew for further phases of the flight, such as cruising or transitioning to the approach phase later on.

## 6. What is considered a contaminated runway?

- A. When more than 25% of the surface area is covered by less than 1/8 inch of water
- B. When more than 25% of the surface area is covered by more than 1/8 inch**
- C. When no visible moisture is present
- D. When the surface is completely dry

A contaminated runway is defined as one where more than 25% of the surface area is covered by a substance that can adversely affect aircraft performance, such as water, ice, snow, or slush. The correct answer specifies that this contamination occurs when more than 25% of the runway surface has more than 1/8 inch of water, which is significant enough to reduce friction and increase the risk of hydroplaning. This threshold is critical for pilots to consider during landing and takeoff to ensure safe aircraft operations. The other options do not meet the definition of a contaminated runway. For instance, having less than 1/8 inch of water present does not typically impair performance to the same extent, and terms like "completely dry" or "no visible moisture" do not indicate contamination at all. Therefore, the correct option correctly reflects the conditions that lead to a runway being classified as contaminated and emphasizes the importance of recognizing such conditions for safety.

## 7. What is the maximum fuel capacity of the aircraft?

- A. 18,500 lbs
- B. 20,000 lbs
- C. 20,935 lbs**
- D. 22,000 lbs

The maximum fuel capacity of the aircraft is 20,935 lbs. This figure reflects the design and engineering specifications for the aircraft, ensuring that it can operate efficiently across its intended range and payload capacity. Knowing this value is crucial for flight planning, as it directly affects the aircraft's range, payload, and operational limitations. The specified fuel capacity allows pilots to make informed decisions regarding fuel loads, weight and balance calculations, and overall flight safety measures. Understanding the aircraft's maximum fuel capacity is essential for all aspects of flight operations, particularly for optimizing performance and adhering to regulatory requirements.

**8. What is the maximum fuel imbalance permitted during takeoff or landing?**

- A. 400 lbs
- B. 600 lbs
- C. 794 lbs**
- D. 1,000 lbs

*The maximum fuel imbalance permitted during takeoff or landing is 794 pounds. This limit is established to ensure the aircraft maintains proper center of gravity and stability during critical phases of flight. An imbalance greater than this can lead to handling difficulties, adversely affect aircraft performance, or may even result in an increase in operational risks due to asymmetric weight distribution. In practice, knowing this limit helps pilots to manage fuel efficiently and make operational decisions that prioritize safety. Keeping fuel levels balanced is particularly crucial in smaller regional aircraft like the ERJ, where the aircraft design and aerodynamics are sensitive to variations in weight distribution. Adhering to the 794-pound limit allows for optimal aircraft handling during the most critical phases of flight—takeoff and landing—where precise control is necessary.*

**9. What is the procedure during an APU fault indicated by the EICAS?**

- A. Repair the APU on site
- B. Log the fault in the maintenance report
- C. Continue the flight
- D. Turn off the APU and report**

*The procedure during an APU (Auxiliary Power Unit) fault indicated by the EICAS (Engine Indication and Crew Alerting System) involves turning off the APU and reporting the situation. This action is appropriate as it ensures the safety of the aircraft and its systems. When a fault is indicated, there is a risk that the APU could malfunction further, potentially leading to additional complications such as fire, loss of power, or other operational issues. By shutting down the APU, the crew can mitigate these risks and avoid any potential hazards that may arise from operating a faulty unit. Following the shutdown, it's essential to report the APU fault to maintenance personnel so that a thorough inspection and necessary repairs can be performed before the aircraft is used again. This procedure demonstrates a focus on safety and adherence to standard operating procedures, which is vital in aviation operations. The other options generally do not address appropriate responses to APU faults in a safety-oriented manner. They could lead to improper handling of the situation, which is why those actions are not the correct procedures.*

**10. How should a Minimum Equipment List (MEL) item be interpreted during flight operations?**

- A. As a guideline for necessary equipment for safe operation
- B. As a recommendation for optional equipment adjustments
- C. As an indication of non-essential equipment and its limitations**
- D. As mandatory equipment that must be operational at all times

*Interpreting a Minimum Equipment List (MEL) item during flight operations is crucial for ensuring compliance with safety regulations while also allowing for operational flexibility. The correct choice is that an MEL item serves as an indication of non-essential equipment and its limitations. The MEL is specifically designed to identify equipment on the aircraft that may be inoperative and to outline conditions under which the flight may still proceed safely. This means that certain equipment, while beneficial for safe operation, is not strictly necessary for the aircraft to function effectively. The MEL specifies what is non-essential and describes any limitations or required conditions that must be met when operating the aircraft with this inoperative equipment. This interpretation is vital because it ensures that flight crews are aware of which systems can safely remain inoperative and how that status affects the overall operation of the flight. By adhering to the limitations set forth in the MEL, pilots can manage safety risks effectively while maintaining compliance with regulatory requirements. The other choices suggest varying degrees of flexibility that do not align with the purpose of the MEL, such as treating it merely as a guideline or recommendation rather than a specific directive concerning non-essential equipment limitations.*

## 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](mailto:hello@examzify.com).

Or visit your dedicated course page for more study tools and resources:

<https://skywesterjcqkv.examzify.com>

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

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