

DASSAULT FALCON 7X PRACTICE EXAM (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 runway slope takeoff limit for the Dassault Falcon 7X?**
 - A. + or - 1%
 - B. + or - 2%
 - C. + or - 3%
 - D. + or - 4%
- 2. What effect does the ON position of the BAG ISOL switch have?**
 - A. Opens baggage ventilation valve
 - B. Closes the baggage ventilation valve
 - C. Opens cabin ventilation valve
 - D. Closes cabin ventilation valve
- 3. What occurs when the Cabin Master Switch is set to SHED position?**
 - A. Sheds all non-essential loads
 - B. Power is completely cut off
 - C. Recovery of some items after auto load shed
 - D. Automatically disconnects from main power
- 4. What does the acronym IRS stand for in the context of aircraft systems?**
 - A. Information Retrieval System
 - B. Inertial Reference System
 - C. Integrated Radio System
 - D. Intelligent Routing System
- 5. How is the priority between engine and APU bleed air managed?**
 - A. Manually by the pilot
 - B. Automatically by the AMSAC
 - C. By the hydraulic system
 - D. Through the engine controls
- 6. What are the parameters for using Brake Anti-ice?**
 - A. Climb Thrust, 20,000 ft. max.
 - B. Descending Thrust, at any altitude.
 - C. Takeoff thrust only.
 - D. Ground operations only.

- 7. Which airspeed protections are available during Normal Laws?**
- A. Medium and Low Speed
 - B. High and Low Speed
 - C. Flap and Gear Speed
 - D. Stall and Overspeed
- 8. Which QRH Tab contains the Ditching checklist?**
- A. QRH-DIT Tab (Green)
 - B. QRH Tab 24 (Blue)
 - C. QRH Tab 10 (Gray)
 - D. QRH Tab 3 (Pink)
- 9. At what height above the runway does the dry runway balanced field length (BFL) end?**
- A. 20 ft
 - B. 25 ft
 - C. 30 ft
 - D. 35 ft
- 10. What is the minimum time required from the last engine start to brake release for take-off?**
- A. 2 minutes
 - B. 3 minutes
 - C. 4 minutes
 - D. 5 minutes

Answers

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

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Explanations

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1. What is the runway slope takeoff limit for the Dassault Falcon 7X?

- A. + or - 1%
- B. + or - 2%**
- C. + or - 3%
- D. + or - 4%

The runway slope takeoff limit for the Dassault Falcon 7X is $\pm 2\%$. This specification is crucial for pilots to consider when planning takeoffs, as it directly influences the aircraft's performance and safety during the launch phase. A runway slope beyond this limit can significantly affect the engine thrust required, stabilization during takeoff, and overall aircraft performance parameters such as fuel efficiency and climb rate. Understanding the runway slope limits helps pilots to assess their takeoff conditions accurately. A slope of $\pm 2\%$ is manageable within the aircraft's operational capabilities; exceeding this could lead to scenarios that compromise safe ascent, such as insufficient lift or engine stress. Other options suggest higher acceptable slope limits, which could lead to performance issues that the Falcon 7X is not certified for. Operating outside the approved limits can not only result in regulatory non-compliance but also increases the risk during critical phases of flight.

2. What effect does the ON position of the BAG ISOL switch have?

- A. Opens baggage ventilation valve
- B. Closes the baggage ventilation valve**
- C. Opens cabin ventilation valve
- D. Closes cabin ventilation valve

When the BAG ISOL switch is in the ON position, it effectively closes the baggage ventilation valve. This action is crucial for safety and environmental control within the aircraft. By closing the baggage ventilation valve, the system prevents any potential contaminants or harmful substances in the baggage compartment from entering the cabin area. This position is especially important during certain flight phases where maintaining cabin air quality and safety is paramount. The other options pertain to the operation of ventilation systems unrelated to the baggage compartment. For instance, opening or closing cabin ventilation valves is a separate function with different implications for passenger comfort and air quality. Therefore, understanding the specific role of the BAG ISOL switch highlights the importance of effective compartment isolation in aviation safety practices.

3. What occurs when the Cabin Master Switch is set to SHED position?

- A. Sheds all non-essential loads
- B. Power is completely cut off
- C. Recovery of some items after auto load shed**
- D. Automatically disconnects from main power

When the Cabin Master Switch is set to the SHED position, it performs the specific function of shedding non-essential electrical loads in the cabin. This operational mode is designed to prioritize power distribution during critical phases of flight, such as ascent or emergency situations, where conserving battery power is essential. In the SHED position, while certain non-essential systems may be turned off to conserve energy, the system is designed to allow for recovery of some items once normal operating conditions are restored, or when the non-essential systems can be safely re-engaged. This selective management of electrical loads ensures that essential systems remain operational, enhancing safety and efficiency. Understanding this function is crucial, especially when managing cabin power during various aircraft operations, as it contributes to maintaining essential services while effectively managing battery life.

4. What does the acronym IRS stand for in the context of aircraft systems?

- A. Information Retrieval System
- B. Inertial Reference System**
- C. Integrated Radio System
- D. Intelligent Routing System

In the context of aircraft systems, the acronym IRS stands for Inertial Reference System. This system plays a crucial role in navigation and flight operations by providing accurate information about the aircraft's position, orientation, and velocity. The IRS utilizes gyroscopes and accelerometers to compute changes in the aircraft's movement and provide real-time data to the flight management system and navigation displays. The Inertial Reference System is vital for operations, especially in environments where GPS signals may be unreliable or unavailable. It enables pilots to maintain situational awareness and aids in the autopilot functions, ensuring smooth and precise navigation during all phases of flight. The IRS also plays a significant role in various flight data and control systems, enhancing the overall safety and efficiency of aircraft operations. Other options like Information Retrieval System, Integrated Radio System, and Intelligent Routing System do not pertain to the specialized context of aircraft navigation and reference systems in aviation. They do not perform the same functions as an Inertial Reference System, which is specifically designed to deal with the dynamics of aircraft movement and navigation.

5. How is the priority between engine and APU bleed air managed?

- A. Manually by the pilot
- B. Automatically by the AMSAC**
- C. By the hydraulic system
- D. Through the engine controls

The management of priority between engine and APU (Auxiliary Power Unit) bleed air is handled automatically by the AMSAC (Air Management System Automation Control). This system is designed to optimize the use of bleed air for cabin pressurization, air conditioning, and other pneumatic needs of the aircraft. By using automatic controls, the AMSAC can adjust the priority based on demand, temperature, and operational requirements, ensuring an efficient and reliable supply of bleed air. This automation reduces pilot workload and enhances safety, as the system can make rapid adjustments in real-time to meet the needs of the aircraft without the need for manual intervention. In contrast, other options involving manual management or hydraulic systems do not provide the same level of efficiency and responsiveness, which is crucial in high-demand flight situations. Hence, relying on the AMSAC for bleed air priority management ensures both optimal efficiency and operational safety onboard the aircraft.

6. What are the parameters for using Brake Anti-ice?

A. Climb Thrust, 20,000 ft. max.

B. Descending Thrust, at any altitude.

C. Takeoff thrust only.

D. Ground operations only.

The parameters for using Brake Anti-ice on the Dassault Falcon 7X involve applying it during climb thrust conditions, specifically stating a maximum altitude of 20,000 feet. This is crucial during the ascent phase of flight when the risk of brake overheating or icing can significantly affect performance and safety. Maintaining optimum brake temperatures ensures that the aircraft can safely operate during climb, particularly if there are adverse weather conditions present. The choice highlights the importance of managing aircraft systems during specific operational phases to enhance safety and efficiency. Understanding that Brake Anti-ice is primarily effective during climb help pilots make informed decisions regarding its use, ensuring that they can operate the aircraft safely under various environmental conditions. This parameter also emphasizes the operational context in which Brake Anti-ice is most needed, reflecting realistic scenarios pilots may encounter. Other options may not accurately represent the established guidelines for Brake Anti-ice usage, such as usage during descent or during takeoff only, which is typically not correct since effective operation often has specific criteria that align with the phase of flight being conducted.

7. Which airspeed protections are available during Normal Laws?

A. Medium and Low Speed

B. High and Low Speed

C. Flap and Gear Speed

D. Stall and Overspeed

In the context of the Dassault Falcon 7X and its flight control laws, the correct answer regarding airspeed protections available during Normal Laws is High and Low Speed. During Normal Laws, the aircraft actively manages and protects against exceeding high-speed and low-speed limits. The High Speed protection prevents the aircraft from reaching speeds that could potentially lead to structural damage or loss of control. Similarly, the Low Speed protection is crucial for preventing stalls or excessive pitch attitudes, ensuring the aircraft maintains safe operation across its flight regime. These protections are vital for enhancing safety and preventing pilot error in various flight scenarios. The other options pertain to different aspects that are not classified as protections under Normal Laws. For instance, Medium and Low Speed does not accurately reflect the specific protections in place, and Flap and Gear Speed refer to operational limits concerning landing gear and flap deployment rather than airspeed protections. Stall and Overspeed, while related to flight dynamics, do not represent the defined protections that are part of the Normal Laws framework.

8. Which QRH Tab contains the Ditching checklist?

A. QRH-DIT Tab (Green)

B. QRH Tab 24 (Blue)

C. QRH Tab 10 (Gray)

D. QRH Tab 3 (Pink)

The QRH-DIT Tab, which is colored green, contains the Ditching checklist. This checklist is specifically designed for emergency procedures related to ditching the aircraft, ensuring that flight crews have immediate access to the necessary steps to follow in such an event. Each tab in the Quick Reference Handbook (QRH) is organized to facilitate quick access to various emergency and abnormal procedures. The dedicated tab for ditching simplifies the process for pilots to locate crucial information swiftly during an emergency. The other options represent different tabs that contain distinct checklists relevant to various types of emergencies or operational procedures. Their organization by color and numbering is strategic to streamline the flow of information, keeping the Ditching checklist uniquely under the QRH-DIT Tab. This focus on specific scenarios, such as ditching, reflects the importance of quick reference during critical moments of flight operations.

9. At what height above the runway does the dry runway balanced field length (BFL) end?

A. 20 ft

B. 25 ft

C. 30 ft

D. 35 ft

The dry runway balanced field length (BFL) is a critical parameter in aviation that represents the distance required for an aircraft to become airborne after initiating takeoff and to come to a complete stop in case of an aborted takeoff. This concept is essential for ensuring that an aircraft can safely operate from a given runway under specific conditions. In the context of the Falcon 7X and its operational performance, the BFL is defined at a specific height above the runway, which is crucial for pilots during takeoff calculations. The correct height at which the BFL ends is established as 35 feet above the runway. This altitude signifies the point at which the aircraft has reached a critical speed and can safely continue with the takeoff if an engine fails or other issues arise. Choosing 35 feet provides a buffer above the ground that takes into account various safety and performance factors, such as aircraft climb capabilities and the need for a safe margin during the transition from ground to air. This is particularly important for larger, heavier aircraft like the Falcon 7X, which require precise calculations related to their specific aerodynamic characteristics. Other heights, such as 20, 25, and 30 feet, do not accurately reflect the established performance metrics for the Falcon 7.

10. What is the minimum time required from the last engine start to brake release for take-off?

- A. 2 minutes
- B. 3 minutes
- C. 4 minutes**
- D. 5 minutes

The minimum time required from the last engine start to brake release for take-off in the Dassault Falcon 7X is indeed four minutes. This timeframe is critical for ensuring that the engines reach the necessary operating temperatures and pressures for a safe take-off. During this time, the aircraft systems stabilize and the engines perform essential checks that help to ensure optimal performance and reliability. Starting engines generates significant heat, and it is important that the engines, as well as the associated systems, reach a condition that is conducive to flight operations. Additionally, this waiting period allows for any irregularities to be addressed and gives the crew sufficient time to conduct pre-flight checks. This requirement is designed to enhance safety and operational effectiveness, ensuring that everything is functioning as expected prior to take-off. While the other choices may seem plausible, they do not align with the operational protocols established for the Falcon 7X, thus underscoring the importance of adhering to this specific four-minute rule.

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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://falcon7x.examzify.com>

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

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