NetJets Interview Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

Table of Contents

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. Which scenario involves considering fuel planning and burn calculations?

A. Aspen summer repositioning scenario

B. Night landings in Florida

C. Engine overhaul

D. Cargo loading optimization

2. Which FAR sections address exceptions to landing performance for Part 135 operations?

A. 135.385 & 135.387

B. 135.400 & 135.401

C. 135.100 & 135.101

D. 91.3 & 91.5

3. In a lost communications scenario with no published missed approach, what is the generally recommended action?

A. Hold at a fix and execute the approach when clearance allows

B. Proceed directly to destination and land

C. Divert to the nearest suitable airport

D. Descend below minimums and land

4. In transonic aircraft, vortex generators are usually mounted farther aft on an airfoil to minimize drag by energizing which layer?

A. The boundary layer.

B. The core flow.

C. The wake.

D. The free stream.

5. Which term best describes the maintenance of minimum fuel related to the fuel system in the scenario?

A. Boost pump feed

B. Avionics calibration

C. APU start sequence

D. De-icing checks

6. What does the (R) next to an approach facility indicate?

- **A. Radar is available**
- **B. Radio required**
- **C. Restricted**
- **D. RF interference**

7. NetJets requires a climb gradient of 2.0% in certain mountainous airports.

- **A. True**
- **B. False**
- **C. Not specified**
- **D. Only for helicopters**

8. When can you sidestep to the landing runway on approach?

- **A. When the landing runway is in sight**
- **B. When cleared by air traffic control**
- **C. At any time during approach**
- **D. Only after touchdown**

9. Which best summarizes the nature of the two discussed topics in the material?

- **A. Temporary aircraft registration and operational planning for repositioning**
- **B. Permanent registration and long-term maintenance**
- **C. Catering services**
- **D. Ground transportation logistics**

10. Which statement best describes the relationship between turbojet and turboprop in Part 135 landing stop requirements?

- **A. Turbojet: 60%, Turboprop: 70%**
- **B. Turbojet: 70%, Turboprop: 60%**
- **C. Turbojet: 50%, Turboprop: 60%**
- **D. Turbojet: 60%, Turboprop: 60%**

Answers

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

Explanations

1. Which scenario involves considering fuel planning and burn calculations?

A. Aspen summer repositioning scenario

B. Night landings in Florida

C. Engine overhaul

D. Cargo loading optimization

Fuel planning and burn calculations are all about figuring out how much fuel a trip will require, including the expected consumption for each leg, reserves, and any alternates, while accounting for winds, temperatures, and performance limits. In the Aspen summer repositioning scenario, you're moving an aircraft from one base to another in summer conditions at a high-altitude airport. That climate and elevation can noticeably affect engine performance and fuel burn, so you must calculate the leg's fuel requirement precisely, add appropriate reserves, and consider potential deviations or diversions. This is the situation where planning the amount of fuel and how it will be burned is central to the task. Night landings in Florida, engine overhaul, and cargo loading optimization center on different aspects—approach and operations at night, maintenance, and payload management, respectively—rather than performing the fuel-burn calculations required to ensure a flight has sufficient fuel for its planned route and contingencies.

2. Which FAR sections address exceptions to landing performance for Part 135 operations?

A. 135.385 & 135.387

B. 135.400 & 135.401

C. 135.100 & 135.101

D. 91.3 & 91.5

Landing performance data is what pilots use to plan safe landings, and Part 135 includes specific rules for handling situations where that data doesn't exactly fit current conditions. The sections in question lay out how to manage exceptions to landing performance: when you can't rely on standard published data, how you obtain or approve alternative data, and the conditions under which those exceptions are valid. This ensures there's a formal, approved method for using revised landing distances or performance calculations before flight. The other FAR areas mentioned aren't focused on this topic. They cover broader operating rules or definitions that apply across parts, not the specific provisions for approving and using exceptions to landing performance data in Part 135 operations.

3. In a lost communications scenario with no published missed approach, what is the generally recommended action?

A. Hold at a fix and execute the approach when clearance allows

B. Proceed directly to destination and land

C. Divert to the nearest suitable airport

D. Descend below minimums and land

When communications are lost, you follow the clearance you've been given and, if necessary, the clearance you expect to receive, staying in a safe, predictable sequence. If you were being vectored for an instrument approach and there is no published missed approach, the best course is to proceed to a suitable fix and enter a holding pattern, ready to begin the approach as soon as clearance is reestablished. Holding at a known fix keeps you in controlled airspace with a clear, safe option to resume and complete the approach, rather than wandering to an alternate destination or descending below minimums without clearance. This approach minimizes risk and preserves the ability to land as soon as radio contact returns.

4. In transonic aircraft, vortex generators are usually mounted farther aft on an airfoil to minimize drag by energizing which layer?

A. The boundary layer.

B. The core flow.

C. The wake.

D. The free stream.

Vortex generators energize the boundary layer. In transonic flight, shocks can create strong adverse pressure gradients that make the near-wall fluid separate from the surface, dramatically increasing drag. The small vortices produced by the generators mix higher-momentum air from outside the boundary layer into the near-wall region, boosting its momentum and helping it resist detachment. Placing them farther aft targets the region where separation is most likely to occur on the airfoil, so the energized boundary layer stays attached longer, reducing drag. The other regions—core flow, wake, or free stream—aren't the layers being energized in this mechanism.

5. Which term best describes the maintenance of minimum fuel related to the fuel system in the scenario?

A. Boost pump feed

B. Avionics calibration

C. APU start sequence

D. De-icing checks

Maintaining minimum fuel pressure in the fuel system is achieved by the boost pump feed. The boost pump supplies fuel to the engine feed lines at the necessary pressure, especially when gravity feed or main pumps alone wouldn't keep the line pressure up. This prevents fuel starvation and ensures the engines receive a steady, minimum amount of fuel under varying flight conditions. The other options relate to avionics calibration, starting the APU, or de-icing checks, none of which address maintaining fuel pressure within the fuel system.

6. What does the (R) next to an approach facility indicate?

A. Radar is available

B. Radio required

C. Restricted

D. RF interference

An (R) next to an approach facility shows that radar is available to support that facility. In practice, ATC can provide radar guidance or vectors to help you on the approach, and the procedure may rely on radar identification and tracking. It doesn't mean you must have radar equipment, nor does it indicate restriction or RF interference. The presence of the (R) simply signals that radar services are available for that approach.

7. NetJets requires a climb gradient of 2.0% in certain mountainous airports.

A. True

B. False

C. Not specified

D. Only for helicopters

Climb gradient expresses how much altitude an aircraft must gain for a given horizontal distance after takeoff. When airports sit in mountainous terrain, nearby obstacles rise quickly, so pilots must be able to reach a safe altitude promptly to clear those hazards. NetJets specifies a climb gradient of 2.0% for certain mountainous airports to provide that safety margin on departures. A 2.0% gradient means 2 feet of climb for every 100 feet of forward travel; in practical terms, this translates to a meaningful altitude gain over the initial climb segment, helping ensure obstacle clearance. Therefore the statement is true. It isn't about helicopters, and there is a stated requirement rather than a unspecified one.

8. When can you sidestep to the landing runway on approach?

A. When the landing runway is in sight

B. When cleared by air traffic control

C. At any time during approach

D. Only after touchdown

Visual contact with the landing runway on approach is the trigger for sidestepping to that runway. When you can see the runway, you have the necessary situational awareness to determine its position, confirm it's the intended landing strip, and assess whether a safe sidestep is feasible within your current flight path. Seeing the runway lets you align the aircraft and complete the transition to the landing path with the proper clearance from other traffic and obstacles. If you don't have the runway in sight, you can't reliably verify you're targeting the correct strip or ensure a safe maneuver, so sidestepping isn't appropriate. The option about waiting for ATC clearance isn't the deciding cue here, and sidestepping at any time or only after touchdown wouldn't be safe or possible in practice.

9. Which best summarizes the nature of the two discussed topics in the material?

A. Temporary aircraft registration and operational planning for repositioning

B. Permanent registration and long-term maintenance

C. Catering services

D. Ground transportation logistics

The key idea is recognizing topics that deal with time-sensitive, action-oriented steps involved when moving an aircraft. Temporary registration and operational planning for repositioning both relate to short-term regulatory and flight-operations actions needed to relocate an aircraft, rather than enduring, long-term obligations. Temporary registration covers provisional authority for a specific move or short period, and repositioning planning involves the practical logistics of flying the aircraft from one location to another—route choice, fuel, crew, weather, and regulatory clearances. In contrast, permanent registration and long-term maintenance are ongoing, long-duration concerns, while catering services and ground transportation logistics are general support activities not tied to the relocation-focused content described.

10. Which statement best describes the relationship between turbojet and turboprop in Part 135 landing stop requirements?

A. Turbojet: 60%, Turboprop: 70%

B. Turbojet: 70%, Turboprop: 60%

C. Turbojet: 50%, Turboprop: 60%

D. Turbojet: 60%, Turboprop: 60%

In Part 135, landing stop requirements are set to reflect the different performance characteristics of turbojet versus turboprop aircraft. The percentage indicates how much of the planned flight distance must be capable of ending at a safe landing stop if an abnormal or engine-out situation occurs. Turbojets typically have better overall performance and shorter required landing distances in planning emergencies, so they're assigned a smaller cushion, 60%. Turboprops, with their distinct performance profile, require a larger safety margin, hence 70%. So this pairing shows turboprops needing a bit more runway-planning cushion than turbojets. Other options would swap those values or make them equal, which wouldn't align with the way the rule distinguishes the two propulsion types for safety planning.

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://netjetsinterview.examzify.com

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