# NetJets Latitude 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. Generator assisted cross starts are limited to what fraction?**

**A. 1/5**

**B. 1/4**

**C. 1/3**

**D. 1/2**

**2. Vmca with Flaps 1 is what value?**

**A. 84 knots**

**B. 88 knots**

**C. 92 knots**

**D. 96 knots**

**3. What is the maximum tire ground speed?**

**A. 182 kts**

**B. 170 kts**

**C. 180 kts**

**D. 186 kts**

**4. What is the inclement weather fuel value?**

**A. 4200**

**B. 4800**

**C. 5000**

**D. 3500**

**5. What is the maximum number of engine starts allowed per hour?**

**A. 2 starts per hour**

**B. 5 starts per hour**

**C. 4 starts per hour**

**D. 3 starts per hour**

**6. What is the minimum autopilot altitude for all approaches other than ILS/LPV?**

**A. 100'**

**B. 150'**

**C. 250'**

**D. 200'**

**7. What is the Turbulent Air Penetration Speed (Vra)?**

**A. 225**

**B. 210**

**C. 230**

**D. 215**

**8. VMCG with Flaps 2 equals what value?**

**A. 87 knots**

**B. 89 knots**

**C. 91 knots**

**D. 93 knots**

**9. Max PSId value is 10.3. Which option represents this value?**

**A. 10.0**

**B. 9.8**

**C. 10.3**

**D. 10.5**

**10. Which condition is a listed APU starting limitation related to airspeed?**

**A. Below 305 kt**

**B. Above 305 kt**

**C. Between 200 and 300 kt**

**D. Not specified by airspeed**

# Answers

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

# Explanations

## 1. Generator assisted cross starts are limited to what fraction?

**A. 1/5**

**B. 1/4**

**C. 1/3**

**D. 1/2**

**Generator assisted cross starts test how you manage electrical power during engine starts. Using a generator to supply the starting power for another engine increases the electrical load, so the system places a limit to ensure essential systems stay powered. The limit is one third, meaning you can perform generator-assisted cross starts for up to one engine for every three engines being started (for a three-engine scenario, one generator-assisted cross start). This constraint helps prevent electrical overload and maintains reliability of the aircraft's electrical system during the start sequence.**

## 2. Vmca with Flaps 1 is what value?

**A. 84 knots**

**B. 88 knots**

**C. 92 knots**

**D. 96 knots**

**Vmca is the speed at which you can still maintain directional control with one engine inoperative, under a specific configuration (remaining engine at takeoff power, with the gear and flaps set to the test/configured positions). The flap setting changes how the wing behaves in OEI conditions. Extending flaps to a small setting (Flaps 1) increases lift at lower speeds but can alter lateral-directional stability and rudder effectiveness, which often requires a slightly higher speed to stay controllable when an engine fails. That balance is reflected in the published Vmc for this exact configuration. For this airplane, with Flaps 1, the minimum controllable speed in OEI is 88 knots. This value is higher than the clean-Vmca due to the change in stability and control effectiveness with flaps, while still well above stall speed. In practice, you'd want to fly comfortably above this speed in OEI scenarios, and Vmca is not a target to fly at.**

## 3. What is the maximum tire ground speed?

**A. 182 kts**

**B. 170 kts**

**C. 180 kts**

**D. 186 kts**

**The main idea here is that tires have a speed rating, and the maximum tire ground speed is the highest speed at which the tires are allowed to roll on the ground. This limit comes from the tire design and is published in the aircraft's limitations. Exceeding it increases the risk of tire failure due to centrifugal stress, heat, or tread damage during taxi, takeoff roll, or landing roll. For this item, the documented tire ground speed limit is 182 knots, so that value is the correct choice. The other numbers don't match the published limit and either understate the allowed speed or risk exceeding the tire's rating.**

## 4. What is the inclement weather fuel value?

**A. 4200**

**B. 4800**

**C. 5000**

**D. 3500**

**Inclement weather fuel value is a fixed extra amount added to your planned fuel when forecast weather could cause delays, holds, or reroutes. For NetJets planning, this value is 5,000 pounds. You include this amount in the total fuel required whenever inclement weather is anticipated, to cover potential holding, diversion, and extended approach scenarios, while still meeting reserve requirements. It's separate from trip, alternate, and final reserve fuel, and is only applied when weather is expected to affect the flight. The other numbers shown here aren't the standard inclement weather amount.**

## 5. What is the maximum number of engine starts allowed per hour?

**A. 2 starts per hour**

**B. 5 starts per hour**

**C. 4 starts per hour**

**D. 3 starts per hour**

**Engine starts stress the engine and its support systems, so operations place a limit on how many starts you can perform in a short period. The maximum allowed within a one-hour window is three starts. This cap helps prevent excessive wear and reduces the risk of hot starts or other damage from rapid cycling, giving the engine a chance to cool between attempts. If you need more starts, you must wait for the next hour or follow any operator-specific procedures. Limits below the maximum are permissible, but they don't reflect the maximum allowed; exceeding the limit would violate the rule.**

## 6. What is the minimum autopilot altitude for all approaches other than ILS/LPV?

**A. 100'**

**B. 150'**

**C. 250'**

**D. 200'**

**Autopilot use on approaches is restricted by whether the approach provides vertical guidance. For approaches that do not offer vertical guidance (non-precision LNAV-type approaches), the autopilot may be kept in approach mode only down to 200 feet above the runway. Below that height, the crew should hand-fly or execute a go-around if needed. This safety margin exists because, without vertical guidance, the automatic system cannot reliably manage the final descent and flare in every situation, so human supervision is required as you approach the runway. When an approach does provide vertical guidance, like ILS or LPV, the aircraft can follow the published vertical path more closely, so the autopilot can remain engaged down to lower minima and assist through the final approach. The 200 feet limit applies specifically to those non-vertical-guidance approaches, which is why the minimum autopilot altitude for all approaches other than ILS/LPV is 200 feet.**

## 7. What is the Turbulent Air Penetration Speed (Vra)?

**A. 225**

**B. 210**

**C. 230**

**D. 215**

**Turbulent air penetration speed is the speed you fly in turbulence to protect the aircraft from gust loads while keeping enough control authority. It's typically defined as about 1.25 times the stall speed in clean configuration. If the clean stall speed is around 180 knots for this airplane, 1.25 times that is 225 knots, which makes 225 knots the correct value. Flying slower risks getting closer to stall in turbulent conditions; flying faster would raise gust loads and reduce structural margin.**

## 8. VMCG with Flaps 2 equals what value?

**A. 87 knots**

**B. 89 knots**

**C. 91 knots**

**D. 93 knots**

**VMCG is the minimum speed on the runway at which you can maintain directional control with one engine inoperative, while the remaining engine is producing takeoff thrust. Flap setting changes how the airplane behaves on the ground with an engine out because it alters lift, drag, and rudder effectiveness. With Flaps 2, the balance of these factors requires a slightly higher minimum controllable speed to keep the airplane straight and prevent uncontrolled yaw. The value shown for that flap setting is 91 knots, which is why this option is the correct one for Flaps 2. The other numbers correspond to different flap configurations and wouldn't apply here.**

## 9. Max PSId value is 10.3. Which option represents this value?

**A. 10.0**

**B. 9.8**

**C. 10.3**

**D. 10.5**

**Matching exact numeric values. When the max PSId value is given as 10.3, the correct choice is the option that exactly equals 10.3. Precision matters here, so numbers like 10.0, 9.8, or 10.5 do not represent the specified value. The option that is 10.3 is the one that matches.**

## 10. Which condition is a listed APU starting limitation related to airspeed?

**A. Below 305 kt**

**B. Above 305 kt**

**C. Between 200 and 300 kt**

**D. Not specified by airspeed**

**APU starting limits are placed to ensure safe operation of the unit when air is flowing over the aircraft. Starting the APU at high airspeeds can disrupt the intake flow, make spool-up unstable, or cause unexpected surges due to ram air effects. The listed restriction—airstart is limited to speeds below 305 knots—means you should not attempt an APU start when you're faster than that; you'd rely on ground power or another source instead, until you're below the limit. The other options don't match the documented speed-specific constraint, and saying there's no airspeed limit would ignore this stated precaution.**

# 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://netjetslatitudelim.examzify.com**

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