NetJets Longitude 700 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. Which QRC item corresponds to Smoke/FIRE/FUME?

A. SMOKE/FIRE/FUME

B. BATTERY O'TEMP

C. CABIN ALT-EMER DESCENT

D. DUAL ENGINE FAILURE

2. What is the maximum tailwind allowed?

A. 8 kts

B. 10 kts

C. 12 kts

D. 15 kts

3. What is the maximum altitude for takeoff and landing?

A. 12,000'

B. 10,000'

C. 8,000'

D. 9,000'

4. Which system has a restriction of six consecutive starts with a one-hour rest afterwards?

A. APU

B. Oxygen system

C. Electrical generator

D. Hydraulic pump

5. For operations above FL410, all of the following must be normal?

A. both PRESS SOURCE

B. both ENG BLEED

C. ECS knob

D. All of the above

6. In a smoke, fire, or fume condition, which two actions are performed?

A. Don oxygen masks and goggles; establish crew communications

B. Open cabin door; notify passengers

C. Disable oxygen system; activate emergency slides

D. Land at nearest airport; inform ATC

7. In an emergency descent, the oxygen masks should be donned at what concentration?

A. 100%

B. 50%

C. 20%

D. Variable

8. Galley pocket door must be latched for which phases?

A. During taxi operations only

B. Only during takeoff

C. Only during landing

D. Taxi, takeoff, and landing

9. Which QRC item corresponds to Cabin Altitude Emergency Descent?

A. CABIN ALT-EMER DESCENT

B. INFLIGHT ENGINE SHUTDOWN

C. ENGINE INOP APPROACH

D. ENGINE INOP LANDING

10. Which QRC item corresponds to Battery Overtemperature?

A. BATTERY O'TEMP

B. EVACUATION

C. SMOKE/FIRE/FUME

D. START MALFUNCTION ON GROUND

Answers

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

Explanations

1. Which QRC item corresponds to Smoke/FIRE/FUME?

A. SMOKE/FIRE/FUME

B. BATTERY O'TEMP

C. CABIN ALT-EMER DESCENT

D. DUAL ENGINE FAILURE

In a NetJets Longitude 700, QRC items are quick reference entries used to access the appropriate emergency procedures quickly. For smoke, fire, or fumes, you follow the QRC entry labeled SMOKE/FIRE/FUME because it is the specific card that contains the actions tailored to smoke or fire events, such as securing the area, donning oxygen, and managing the cabin and systems under smoke conditions. The other cards correspond to different emergencies—battery overtemp, cabin altitude emergency descent, or dual engine failure—each with its own separate procedure path. So, using the SMOKE/FIRE/FUME item is the correct way to address a smoke/fire/fume situation.

2. What is the maximum tailwind allowed?

A. 8 kts

B. 10 kts

C. 12 kts

D. 15 kts

Tailwind limits are part of the aircraft's operating envelope for takeoff and landing. A tailwind increases the runway distance you'll need and reduces braking effectiveness, which tightens performance margins during those critical phases. The published maximum tailwind component for this airplane is ten knots, which keeps takeoff and landing within the data-backed performance margins, runway lengths, and braking capabilities you're expected to rely on. Values up to ten knots are acceptable, while higher tailwinds would require margins beyond what the airplane's performance data assume. That's why ten knots is the maximum allowed.

3. What is the maximum altitude for takeoff and landing?

A. 12,000'

B. 10,000'

C. 8,000'

D. 9,000'

The limit being tested is how altitude affects takeoff and landing performance and the data that the aircraft uses for those phases. Performance charts for takeoff and landing—like required runway length, speeds, and climb performance—are published for a defined range of altitudes. In this context, those charts are valid up to 10,000 feet. Beyond that altitude, air density and engine/airframe performance change enough that the standard takeoff and landing data no longer applies, so different procedures and charts would be needed. That makes 10,000 feet the right maximum for takeoff and landing in this scenario.

4. Which system has a restriction of six consecutive starts with a one-hour rest afterwards?

A. APU

B. Oxygen system

C. Electrical generator

D. Hydraulic pump

APU systems have start-cycle limitations because starting and stopping the turbine puts significant thermal and mechanical stress on the unit. Limiting to six consecutive starts within an hour, with at least a one-hour rest afterward, gives the turbine time to cool and the bearings and lubrication to return to normal conditions. This protects the APU from overheating and fatigue, reducing the risk of damage during high-demand periods. The other systems—oxygen, electrical generator, and hydraulic pump—do not have this six-start-per-hour restriction in standard practice. They may have other limits or operational considerations, but they aren't governed by this specific start-and-rest rule. Therefore, the system with this restriction is the APU.

5. For operations above FL410, all of the following must be normal?

A. both PRESS SOURCE

B. both ENG BLEED

C. ECS knob

D. All of the above

At high flight levels, keeping the cabin environment safe relies on a fully functioning environmental control and pressurization system with each part in its normal operating mode. If the pressurization sources aren't both in normal, you risk losing a reliable path to maintain cabin pressure. If engine bleed air isn't available from both sides, the ECS may not get enough conditioned air to sustain the required cabin pressure and temperature. And the ECS knob must be in the normal position so the system can automatically regulate cabin altitude, pressure, and temperature. When all three elements are in normal, the aircraft has the redundancy and automatic control needed to safely operate above FL410. That's why all of the above must be normal.

6. In a smoke, fire, or fume condition, which two actions are performed?

A. Don oxygen masks and goggles; establish crew communications

B. Open cabin door; notify passengers

C. Disable oxygen system; activate emergency slides

D. Land at nearest airport; inform ATC

In smoke, fire, or fume conditions the immediate priorities are dependable breathing and clear coordination. Donning the oxygen masks and goggles gives the crew a reliable air supply and eye protection right away, which is crucial when fumes can irritate lungs and eyes and impair judgment. At the same time, establishing crew communications ensures everyone knows the plan, tasks are assigned, and responses are coordinated, including how to manage passengers and how to handle any necessary actions or departures. The other options involve steps that aren't safe or appropriate to perform immediately in flight—opening a cabin door, for example, could expose the cabin to more smoke; disabling the oxygen system would remove the very protection you need; and deploying slides or immediately diverting to an airport are actions that come later, once the situation is stabilized.

7. In an emergency descent, the oxygen masks should be donned at what concentration?

A. 100%

B. 50%

C. 20%

D. Variable

During an emergency descent, the goal is to prevent hypoxia as quickly as possible while you're performing tasks to regain safe cabin conditions. The oxygen masks should deliver the maximum available oxygen, so you don 100 percent oxygen. This provides the highest arterial oxygen content and protects brain and heart function as you descend and troubleshoot, regardless of altitude or speed of descent. Lower concentrations—such as 50 percent or normal air (roughly 20 percent)—would not supply enough oxygen to offset the reduced ambient oxygen at altitude, and a variable mix introduces uncertain protection. Using the full 100 percent ensures immediate, reliable oxygen delivery when it's most critical.

8. Galley pocket door must be latched for which phases?

A. During taxi operations only

B. Only during takeoff

C. Only during landing

D. Taxi, takeoff, and landing

Securing galley pocket doors during phases of active aircraft movement protects against door movement from accelerations, decelerations, and crew or passenger activity. During taxi, takeoff, and landing the airplane experiences varying speeds, thrust changes, braking, and possible turbulence, all of which can cause an unlatched pocket door to slide or swing open. Latching keeps the door firmly closed, preventing interference with cabin operations, injuring someone, or creating a hazardous complication for crew. Once the aircraft is in cruise, the risk is much lower, but the standard practice is to ensure the door remains latched during the moving phases—taxi, takeoff, and landing.

9. Which QRC item corresponds to Cabin Altitude Emergency Descent?

A. CABIN ALT-EMER DESCENT

B. INFLIGHT ENGINE SHUTDOWN

C. ENGINE INOP APPROACH

D. ENGINE INOP LANDING

When the cabin altitude becomes unsafe, the immediate action is a rapid, controlled descent to restore a breathable cabin environment. The QRC item labeled CABIN ALT-EMER DESCENT is specifically the procedure for this exact scenario, outlining the steps to quickly lower the cabin altitude, such as initiating the descent, using oxygen as needed, and following the assigned altitude/speed targets until pressurization is restored or a safe altitude is reached. The other items describe different emergencies tied to engine issues and therefore do not address depressurization. So this item is the correct match for Cabin Altitude Emergency Descent.

10. Which QRC item corresponds to Battery Overtemperature?

A. BATTERY O'TEMP

B. EVACUATION

C. SMOKE/FIRE/FUME

D. START MALFUNCTION ON GROUND

The key idea is matching the exact QRC label to the emergency condition. Battery Overtemperature is represented by the QRC item labeled BATTERY O'TEMP. That label is designed to be a quick, unambiguous reference for overheating of the aircraft's battery, so selecting this item brings up the appropriate procedures for that specific scenario. The other options describe different emergencies—evacuation, smoke/fume, and a start malfunction on the ground—not battery overtemperature, so they don't fit this condition.

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://netjetslongitude700.examzify.com

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