

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

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- 1. What is the engine starter limit?**
 - A. 2 attempts with a 15 min cooldown**
 - B. 4 attempts with a 10 min cooldown**
 - C. 3 attempts with a 15 min cooldown**
 - D. 5 attempts with a 20 min cooldown**

- 2. Unsuccessful APU starts are limited to 3 consecutive attempts, then 20 minutes off.**
 - A. 3 consecutive attempts, then 20 minutes off**
 - B. 2 consecutive attempts, then 1 hour off**
 - C. 4 consecutive attempts, then 30 minutes off**
 - D. 5 consecutive attempts, then 15 minutes off**

- 3. What is the maximum load on the left baggage shelves?**
 - A. 40 lbs**
 - B. 55 lbs**
 - C. 60 lbs**
 - D. 75 lbs**

- 4. Unsuccessful APU starts are limited to 2 consecutive start attempts, then 1 hour off.**
 - A. 3 consecutive attempts, then 20 minutes off**
 - B. 2 consecutive start attempts, then 1 hour off**
 - C. 4 consecutive attempts, then 2 hours off**
 - D. 1 consecutive start attempt, then 2 hours off**

- 5. Which statement best describes when the ECS knob should be set to HEAT EXCHANGE ONLY?**
 - A. As directed by Checklist/AFM**
 - B. During takeoff**
 - C. During landing**
 - D. When icing is present**

- 6. When L/R ENGINE FIRE pushbutton is pressed, which valves are closed?**
- A. Fuel Firewall shutoff valve and Hydraulic Firewall shutoff valve**
 - B. APU Fuel Valve**
 - C. Main Fuel Valve**
 - D. Hydraulic Pump Valve**
- 7. What is the maximum weight allowed on the floor of the baggage compartment?**
- A. 1,000 lbs**
 - B. 750 lbs**
 - C. 50 lbs**
 - D. 55 lbs**
- 8. What is the process for handling go-arounds at a congested airport in the Longitude 700?**
- A. Initiate go-around and request vectors**
 - B. Continue circling and attempt another approach without notifying ATC**
 - C. Initiate safe climb, follow missed approach procedure, inform ATC, reconfigure for re-entry and re-landing**
 - D. Delay the decision until the runway is clear**
- 9. Which bus charges the standby battery?**
- A. Main Bus**
 - B. APU Bus**
 - C. Left Mission Bus**
 - D. Right Mission Bus**
- 10. After loss of primary navigation data, which navigation guidance should be used?**
- A. Use standby navigation modes; revert to raw data if needed; inform ATC/dispatcher**
 - B. Continue using primary navigation data**
 - C. Switch off all navigation**
 - D. Inform passengers of navigation issues**

Answers

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

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Explanations

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1. What is the engine starter limit?

- A. 2 attempts with a 15 min cooldown
- B. 4 attempts with a 10 min cooldown
- C. 3 attempts with a 15 min cooldown**
- D. 5 attempts with a 20 min cooldown

Starting the engine puts heat into the starter motor and related circuitry. To protect those components, there's a limit on how many times you can try to start consecutively and a mandatory cooldown period after reaching that limit. The standard rule here is three start attempts, followed by a 15-minute cooldown before attempting again. This pause lets the starter cool, reduces the risk of overheating or electrical strain, and keeps the starting system reliable. If the engine hasn't started after those three tries, you wait the cooldown, then recheck the situation and follow the no-start procedures or involve maintenance if needed.

2. Unsuccessful APU starts are limited to 3 consecutive attempts, then 20 minutes off.

- A. 3 consecutive attempts, then 20 minutes off**
- B. 2 consecutive attempts, then 1 hour off
- C. 4 consecutive attempts, then 30 minutes off
- D. 5 consecutive attempts, then 15 minutes off

APU start attempt limits protect the APU and its starter from thermal and mechanical stress during power-up. If the APU fails to start after three consecutive attempts, you must pause for twenty minutes before trying again. That cooldown lets the starter and APU cool, reduces battery draw, and prevents repeated strain on the electrical system when starting in marginal conditions. Following this limit helps you avoid masking a developing issue with rapid retries and keeps you aligned with proper procedures. The other possible limits would either permit too rapid retries that risk overheating and wear or impose longer pauses that unnecessarily delay operations; the standard practice is three consecutive unsuccessful starts, then a twenty-minute break.

3. What is the maximum load on the left baggage shelves?

- A. 40 lbs
- B. 55 lbs**
- C. 60 lbs
- D. 75 lbs

Weight limits on baggage storage are set to protect the shelf structure and keep items secure during flight. For the left baggage shelf on the Citation Longitude, the maximum permitted load is 55 pounds. This rating comes from the aircraft's published baggage loading limits and ensures the shelf, its supports, and latching mechanisms aren't overstressed. Staying within this limit helps prevent deformation or latch failure and reduces the risk of luggage shifting during turbulence or braking, which could affect cabin safety and occupant comfort. In practice, load heavy items first and secure them so they don't move, then add lighter items to fill the space without exceeding the 55-pound limit. If you have items heavier than 55 pounds, place them in another compartment or the main baggage area according to the crew procedures. Other listed weights would either exceed the shelf's capacity or be below the specified limit, so the correct maximum is 55 pounds.

4. Unsuccessful APU starts are limited to 2 consecutive start attempts, then 1 hour off.
- A. 3 consecutive attempts, then 20 minutes off
 - B. 2 consecutive start attempts, then 1 hour off**
 - C. 4 consecutive attempts, then 2 hours off
 - D. 1 consecutive start attempt, then 2 hours off

Unsuccessful APU starts are limited to two consecutive attempts, then a one-hour off period. This rule protects the APU and its starting system from excessive wear and potential overheating when initial starts fail. If the APU doesn't start after two tries, the one-hour rest gives the system time to cool and any transient faults to clear before retrying, reducing the risk of damage to the starter, electrical components, or fuel/air systems. The other start patterns don't align with this safety/protection guideline. They either shorten or remove the mandated cooling period or allow more start attempts than is safe after a failed start, which could lead to increased wear or undetected faults. If two consecutive starts fail, you'd typically pause, inspect aspects like fuel, ignition, and air supply, and involve maintenance if the issue isn't immediately resolvable.

5. Which statement best describes when the ECS knob should be set to HEAT EXCHANGE ONLY?
- A. As directed by Checklist/AFM**
 - B. During takeoff
 - C. During landing
 - D. When icing is present

The setting of HEAT EXCHANGE ONLY is a controlled operating mode that must be commanded exactly as the flight manual or checklist directs. It isn't a routine switch you flip for a generic phase of flight or for icing in general; it's a special mode used only when the procedures prescribe it. Because the maneuver is defined by the approved checklist/AFM, following those exact instructions ensures the Environmental Control System functions safely and within its design limits. In practice, you wouldn't rely on a generic rule like "use this during takeoff or landing" or "use when icing is present." Those conditions may be covered by other procedures or system settings in the AFM, but the decision to set HEAT EXCHANGE ONLY should come from the checklist guidance.

6. When L/R ENGINE FIRE pushbutton is pressed, which valves are closed?
- A. Fuel Firewall shutoff valve and Hydraulic Firewall shutoff valve**
 - B. APU Fuel Valve
 - C. Main Fuel Valve
 - D. Hydraulic Pump Valve

When an engine fire pushbutton is pressed, the system isolates that engine by closing the dedicated firewall shutoff valves for both fuel and hydraulic circuits. For the engine in question, this means the fuel firewall shutoff valve and the hydraulic firewall shutoff valve are closed. Stopping fuel flow and hydraulic pressure to the engine helps prevent the fire from spreading and allows the fire suppression system to work more effectively. The APU fuel valve isn't affected by this action, and the main fuel valve or hydraulic pump valve aren't closed by the engine fire pushbutton—those have separate controls and logic.

7. What is the maximum weight allowed on the floor of the baggage compartment?

- A. 1,000 lbs
- B. 750 lbs**
- C. 50 lbs
- D. 55 lbs

The weight limit on the baggage compartment floor is set to protect the aircraft's structure and maintain the proper center of gravity. The floor must be able to carry luggage without bending or stressing the floor or the load path, and without shifting loads in a way that would push the CG outside certified limits. For this aircraft, the maximum allowable weight on the baggage compartment floor is 750 pounds, so you should not load more than that total in that area. When loading, distribute heavy items evenly, keep loads secured, and avoid stacking or placing items in a way that could obstruct vents or restraints. If more capacity is needed, use additional baggage compartments and recheck the overall load and CG.

8. What is the process for handling go-arounds at a congested airport in the Longitude 700?

- A. Initiate go-around and request vectors
- B. Continue circling and attempt another approach without notifying ATC
- C. Initiate safe climb, follow missed approach procedure, inform ATC, reconfigure for re-entry and re-landing**
- D. Delay the decision until the runway is clear

In a congested airport go-around, the priority is a safe, coordinated response. Start a safe climb immediately to establish obstacle clearance and clear of the approach path. Then follow the published missed approach procedure to a suitable point and altitude, ensuring you're on the correct course and configuration. Notify ATC right away to inform them you're going around and to secure sequencing with other traffic. Finally, reconfigure the aircraft for the re-entry and a fresh landing attempt, adjusting speed, flap/landing gear, and approach setup as needed to re-enter the approach cleanly and safely. This sequence keeps traffic separated, follows standardized paths, and positions you for a safe second approach. Continuing to circle without ATC coordination, or delaying the decision until the runway is visible, increases risk and disrupts traffic flow.

9. Which bus charges the standby battery?

- A. Main Bus
- B. APU Bus
- C. Left Mission Bus**
- D. Right Mission Bus

The standby battery is kept ready by charging from the Left Mission Bus. In this aircraft's electrical layout, the charging path for the standby battery is tied to the Left Mission Bus, so whenever that bus has power (from engine generators or the APU), it supplies current to the standby battery to keep it charged. This setup ensures a reliable source of power for essential standby systems if primary power is lost. The other buses don't provide the standby-battery charging path in normal operation, so they aren't responsible for charging it.

10. After loss of primary navigation data, which navigation guidance should be used?

A. Use standby navigation modes; revert to raw data if needed; inform ATC/dispatcher

B. Continue using primary navigation data

C. Switch off all navigation

D. Inform passengers of navigation issues

When primary navigation data is unavailable, you rely on backup guidance to keep your position and flight path known. Using standby navigation modes gives you a separate, independent source of guidance that isn't tied to the failed system, so you can maintain a safe course and avoid a loss of situational awareness. If the situation calls for it, revert to raw sensor data to verify your position and track directly from the instruments rather than trusting potentially corrupted processed data. At the same time, inform ATC or your dispatcher about the navigation issue so they can provide vectors, re-clearances, or an alternate routing, helping manage safety, traffic, and fuel planning. Staying on backup guidance and coordinating with ATC is the prudent path; options that abandon navigation entirely or delay informing others risk safety and airspace coordination.

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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://netjetslongitude700.examzify.com>

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

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