

NETJETS LONGITUDE 700 PRACTICE TEST (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. Which action best supports safe decision-making in challenging conditions?**
 - A. Prioritize personal preferences of the most senior pilot
 - B. Delegate all decisions to automation
 - C. Use clear communication, structured decision-making, and proactive risk management
 - D. Rely on a weather app alone
- 2. What is the Turbulent Air Penetration Speed?**
 - A. 225 knots
 - B. 235 knots
 - C. 235/0.75
 - D. 290 knots
- 3. 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
- 4. At what altitude does automatic cabin dump occur?**
 - A. 13,700 feet
 - B. 12,000 feet
 - C. 15,000 feet
 - D. 14,000 feet
- 5. For contaminated runway operations with less than 150 ft available, what is the maximum crosswind?**
 - A. 5 kts
 - B. 10 kts
 - C. 12 kts
 - D. 15 kts

- 6. What is the typical sequence for fuel management during the cruise phase in the Longitude 700?**
- A. Plan diversions based on weather and fuel availability.
 - B. Monitor fuel burn, compare actual burn to plan, consider route adjustments for efficiency and reserves.
 - C. Refuel mid-cruise at every waypoint.
 - D. Ignore burn data and rely on a gauge only.
- 7. Ground operation of the PITOT STATIC button ON is limited to how long?**
- A. 1 minute
 - B. 2 minutes
 - C. 3 minutes
 - D. 5 minutes
- 8. Which throttle profile matches outside temperature greater than -2 C?**
- A. 70% N1 for 10 seconds every 30 minutes
 - B. 70% N1 for 10 seconds every 10 minutes
 - C. 70% N1 for 10 seconds every 15 minutes
 - D. 70% N1 for 10 seconds every 20 minutes
- 9. In the 'Performance' section, which data is typically addressed?**
- A. Engine painting standards
 - B. Takeoff and climb performance data
 - C. Passenger manifest
 - D. In-flight meals menu
- 10. Maximum APU generator load (in flight or on ground) is which?**
- A. 100%
 - B. 50%
 - C. 75%
 - D. 125%

Answers

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

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Explanations

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1. Which action best supports safe decision-making in challenging conditions?

- A. Prioritize personal preferences of the most senior pilot
- B. Delegate all decisions to automation
- C. Use clear communication, structured decision-making, and proactive risk management**
- D. Rely on a weather app alone

In challenging conditions, safe decision-making hinges on teamwork and a disciplined approach. Clear communication ensures everyone shares the same situational awareness, plans, and concerns, so no one misreads the other's intentions or important cues. Structured decision-making provides a repeatable way to weigh options, assess risks, and avoid rushing into a choice that looks good at the moment but isn't robust under changing circumstances. Proactive risk management means spotting potential threats early, considering contingencies, and adjusting the plan before risk grows, rather than reacting after consequences appear. Relying on personal preferences of the most senior pilot can let bias steer the process, undermining objective assessment. Delegating all decisions to automation removes human judgment, adaptability, and the ability to respond to nuanced or evolving factors. Relying on a weather app alone offers only a snapshot and incomplete context, lacking the broader risk assessment and decision-support needed to act safely in real time. When communication, structured decision-making, and proactive risk management are used together, decisions are more deliberate, transparent, and aligned with safety.

2. What is the Turbulent Air Penetration Speed?

- A. 225 knots
- B. 235 knots
- C. 235/0.75**
- D. 290 knots

Turbulent air penetration speed is the speed you hold through turbulence to keep gust loads within safe limits. It's not a single fixed value; it's defined by two constraints: an indicated-airspeed cap and a Mach cap. The notation 235/0.75 expresses both limits—keep the speed at or below 235 knots indicated, or at or below Mach 0.75, whichever yields the lower airspeed in the current conditions. This dual limit is used because at different altitudes the same Mach number corresponds to different IAS, and you want to ensure you don't exceed structural or buffet limits in turbulence. The other numbers don't reflect this two-part restriction, which is why the dual form is the correct way to represent the Turbulent Air Penetration Speed.

3. 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.

4. At what altitude does automatic cabin dump occur?

- A. 13,700 feet**
- B. 12,000 feet
- C. 15,000 feet
- D. 14,000 feet

Automatic cabin dump is a safety feature that vents cabin air to prevent dangerous cabin pressures when pressurization is compromised or needs to be relieved quickly. On the Citation Longitude, the system is set to begin this dump at about 13,700 feet cabin altitude. Reaching that threshold causes the outflow valve to open and vent air, lowering the cabin pressure to a safer level. This specific altitude is chosen to balance maintaining comfortable pressure during normal climbs with providing rapid relief in a decompression or pressurization fault.

5. For contaminated runway operations with less than 150 ft available, what is the maximum crosswind?

- A. 5 kts
- B. 10 kts**
- C. 12 kts
- D. 15 kts

When a runway is contaminated and only a small portion remains (less than 150 ft), the ability to maintain directional control and stop safely is significantly reduced. The crosswind component can push the aircraft off the centerline during the approach or touchdown, and with so little runway left you have almost no margin to recover or go-around if something goes wrong. Limiting the crosswind to ten knots provides enough margin to stay on the centerline and to perform a safe stop or a go-around if needed under those degraded conditions. Values higher than that increase the risk of losing control on the contaminated surface with very limited runway to recover.

6. What is the typical sequence for fuel management during the cruise phase in the Longitude 700?

- A. Plan diversions based on weather and fuel availability.
- B. Monitor fuel burn, compare actual burn to plan, consider route adjustments for efficiency and reserves.**
- C. Refuel mid-cruise at every waypoint.
- D. Ignore burn data and rely on a gauge only.

The key idea is actively managing fuel during cruise by comparing what's actually being burned with what was planned, then using that information to stay within margins and keep reserves intact. You monitor fuel burn continuously, check actual burn against the forecast, and, if there's a gap, you adjust the route, altitude, or speed to improve efficiency and ensure you have enough fuel for contingencies and reserves. This disciplined cycle helps accommodate winds, weather, and routing changes while preserving required reserves. Mid-cruise refueling isn't a standard practice, relying only on a gauge ignores the need to verify actual burn versus plan, and simply planning diversions without this ongoing monitoring misses the real-time adjustment step that keeps you within safe margins.

7. Ground operation of the PITOT STATIC button ON is limited to how long?

- A. 1 minute
- B. 2 minutes**
- C. 3 minutes
- D. 5 minutes

The pitot-static heater is used to prevent ice buildup in the pitot tube and static ports, but when the aircraft is on the ground there's almost no cooling air flowing over the sensors. To avoid overheating the heater and the associated plumbing while the aircraft isn't moving, this system on the ground is limited to a short duration—two minutes. After about two minutes, you should switch it off unless flight conditions require it and you're operating under procedures that allow extended use. In flight, you can use the heater as needed to manage icing, but on the ground the safety limit is two minutes.

8. Which throttle profile matches outside temperature greater than -2 C?

- A. 70% N1 for 10 seconds every 30 minutes**
- B. 70% N1 for 10 seconds every 10 minutes
- C. 70% N1 for 10 seconds every 15 minutes
- D. 70% N1 for 10 seconds every 20 minutes

When outside temperature is above -2 C, icing risk is low, so the throttle routine should be light but still keep the engine and systems primed without unnecessary wear. Running the engine to 70% N1 for about 10 seconds every half hour provides just enough periodic exercise to prevent sticking or varnish buildup and to keep hydraulic and pneumatic systems ready, while avoiding extra fuel burn and added thermal stress from more frequent or longer bursts. The other profiles would involve more frequent or longer power application, which isn't required under these warmer conditions and would waste fuel and create extra wear.

9. In the 'Performance' section, which data is typically addressed?

- A. Engine painting standards
- B. Takeoff and climb performance data**
- C. Passenger manifest
- D. In-flight meals menu

Performance data focuses on how the aircraft behaves during the most demanding phases of flight, especially takeoff and initial climb. In this section, you look at numbers that tell you how the airplane will perform under different conditions, such as weight, temperature, altitude, and runway length. This includes how far you need to roll for liftoff, the distance required to accelerate and either take off or abort (accelerate-stop), and the climb performance after departure (rate of climb or climb gradient) to ensure obstacle clearance and safe routing. This data is essential for planning a safe departure and proving you can meet regulatory and operator requirements as you transition from takeoff to climb. The other options don't fit because they relate to things like appearances (engine painting), passenger load documentation (manifest), or in-flight service (meals), none of which address how the aircraft performs during takeoff and climb.

10. Maximum APU generator load (in flight or on ground) is which?

A. 100%

B. 50%

C. 75%

D. 125%

The key idea is that the APU's generator has a defined rated capacity, and you keep the electrical load on it within that limit for safe, continuous operation. The maximum continuous APU generator load is 100% in both flight and on the ground. Pushing beyond that would over-stress the APU and the electrical system, risking overheating or voltage/frequency instability. Some systems may allow a brief transient overload (a higher percentage) for short periods, but that isn't the normal maximum for continuous use.

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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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