

NetJets Longitude Initial Systems Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

SAMPLE

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

SAMPLE

- 1. Which mechanism monitors the nose compartment doors on the Citation Longitude?**
 - A. Flip latches**
 - B. Proximity switches**
 - C. Magnetic sensors**
 - D. Optical sensors**

- 2. During Emergency Descent Mode, what happens to the throttles?**
 - A. Auto throttles reduce to idle.**
 - B. Throttles remain at current setting.**
 - C. Throttles advance to maximum.**
 - D. Throttles cycle between idle and cruise.**

- 3. Up to what altitude can the APU bleed be used to supply bleed air?**
 - A. 15,000 feet MSL.**
 - B. 5,000 feet MSL.**
 - C. 25,000 feet MSL.**
 - D. 30,000 feet MSL.**

- 4. One cabin air temperature sensor is located behind which seat?**
 - A. Behind the captain seat**
 - B. Behind the first officer seat**
 - C. In the cockpit near the ceiling**
 - D. Behind seat number 9**

- 5. Power reserve for engine failure is activated in which mode?**
 - A. Automatic activation**
 - B. Manual activation**
 - C. Disabled**
 - D. Not available**

- 6. NOT a listed trigger for the electrical fuel boost pumps to activate?**
- A. Low Pressure**
 - B. Engine Start**
 - C. APU Start**
 - D. Normal Operation**
- 7. If there is no ITT rise in 20 seconds after start, what should you do?**
- A. Continue Start**
 - B. Abort Start**
 - C. Increase Throttle**
 - D. Ignore ITT**
- 8. At what angle of attack does the shaker activate on the AOA gauge?**
- A. 0.7 AOA**
 - B. 0.8 AOA**
 - C. 0.9 AOA**
 - D. 1.0 AOA**
- 9. If the primary pitch trim system fails entirely, which system takes over?**
- A. Hydraulic trim system**
 - B. Secondary pitch trim system**
 - C. Mechanical spring trim**
 - D. Autopilot**
- 10. Is the nose cone area pressurized, and what does it contain?**
- A. Unpressurized; contains two oxygen bottles, standby instrument battery assembly, and avionics**
 - B. Pressurized; contains two oxygen bottles and avionics only**
 - C. Unpressurized; empty**
 - D. Pressurized; contains air conditioning packs**

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. Which mechanism monitors the nose compartment doors on the Citation Longitude?

- A. Flip latches**
- B. Proximity switches**
- C. Magnetic sensors**
- D. Optical sensors**

The nose compartment doors are monitored by flip latches because the latch position itself provides a direct, positive indication of door closure. As the door shuts, the latch flips into the locked position, and a switch in the latch reports that status to the aircraft systems. If the door isn't fully engaged, the latch won't reach the locked position, and the crew alerting system will flag a fault or door-open condition. This mechanical approach is robust in the nose area, with fewer parts that could misread due to dirt, ice, or misalignment, and it avoids the added complexity and potential failure modes of separate sensors. Proximity, magnetic, or optical sensors would introduce additional sensing challenges and are less reliable for a critical door-closed indication in this context.

2. During Emergency Descent Mode, what happens to the throttles?

- A. Auto throttles reduce to idle.**
- B. Throttles remain at current setting.**
- C. Throttles advance to maximum.**
- D. Throttles cycle between idle and cruise.**

In Emergency Descent Mode the autothrottle set-point goes to idle. This is done because the goal is a rapid, controlled descent to a lower altitude while keeping engine thrust minimal, which allows the aircraft to descend quickly without fighting the descent with thrust. The autopilot (or flight guidance) then manages the pitch to achieve the target descent rate, and you can always override with manual thrust if you need a different speed or to ensure certain performance. Keeping throttles at the current setting would slow the descent; pushing thrust higher would oppose the descent and slow you further or stall risk; cycling between idle and higher thrust would create an unstable or inconsistent descent.

3. Up to what altitude can the APU bleed be used to supply bleed air?

- A. 15,000 feet MSL.**
- B. 5,000 feet MSL.**
- C. 25,000 feet MSL.**
- D. 30,000 feet MSL.**

Bleed air for the environmental control system must come from a source capable of delivering the required mass flow and pressure. The APU's bleed capability is limited by altitude because the compressor can't maintain the needed pressure at higher air densities. Up to fifteen thousand feet above mean sea level, the APU can still provide the required bleed air to feed the packs and support cabin conditioning and pressurization. Beyond that altitude, the APU can no longer sustain adequate bleed air, so engine bleed air (or another source) must be used to keep the packs operating.

4. One cabin air temperature sensor is located behind which seat?

- A. Behind the captain seat**
- B. Behind the first officer seat**
- C. In the cockpit near the ceiling**
- D. Behind seat number 9**

The main idea here is where the environmental control system samples cabin air to keep the cabin comfortable. A cabin temperature sensor should reflect the air that most occupants feel in the forward cabin. Placing it behind the captain's seat puts the sensor in the forward cabin where it can monitor the temperature experienced by the crew and passengers in that area, while avoiding direct heat sources from the cockpit and equipment that could skew readings. If the sensor were behind the first officer's seat or near the cockpit ceiling, it would measure a different zone (cockpit or another occupancy region) and wouldn't provide an accurate sense of forward-cabin conditions. A position behind seat number 9 would be an arbitrary location not aligned with how the system samples cabin air. So, behind the captain's seat is the placement that best represents the cabin environment for the control system.

5. Power reserve for engine failure is activated in which mode?

- A. Automatic activation**
- B. Manual activation**
- C. Disabled**
- D. Not available**

Power reserve for engine failure is meant to respond automatically so the aircraft can maintain safe performance without relying on pilot input. When an engine fails, the remaining thrust must be quickly and reliably increased to keep the airplane in a controllable flight path, especially during critical phases like takeoff or initial climb. An automatic activation ensures this protection activates the moment the system detects the failure, providing the needed power reserve instantly and reducing pilot workload and reaction time in a high-stress situation. If it required manual activation, there could be dangerous delays or underperforming climb and speed maintenance while the crew confirms the failure and executes a procedure. Disabling or not having the feature would remove this automatic safeguard, leaving performance to chance rather than a designed response. So the mode that best guarantees immediate, dependable protection in an engine-out scenario is automatic activation.

6. NOT a listed trigger for the electrical fuel boost pumps to activate?

A. Low Pressure

B. Engine Start

C. APU Start

D. Normal Operation

The main idea here is that electrical fuel boost pumps exist to guarantee fuel supply when the normal feed isn't enough. They're part of a redundancy scheme that keeps engines and the APU fed even if the primary pumps can't keep up. They activate during start sequences and whenever feed pressure drops. Specifically, during engine start they're used to prime the fuel lines so the engine can light off reliably, and during APU start they help deliver fuel to the APU. They also come on automatically if a low-pressure condition is detected in the fuel feed, preventing fuel starvation in the system. In normal operation, the engine-driven pumps usually provide adequate pressure and flow, so there's no need for the boost pumps to run. That's why normal operation isn't a trigger for activating the electrical boost pumps.

7. If there is no ITT rise in 20 seconds after start, what should you do?

A. Continue Start

B. Abort Start

C. Increase Throttle

D. Ignore ITT

During a turbine engine start, ITT should rise once fuel is flowing and ignition occurs, signaling that combustion is starting. If there is no ITT rise within about 20 seconds after you select start, it means ignition hasn't begun and the engine isn't actually starting. Continuing to crank in this situation can flood the engine with unignited fuel, waste electrical power, and risk damage from a hot or stalled start. The safe, correct action is to abort the start, secure the engine, and troubleshoot the ignition/fuel system before attempting another start.

8. At what angle of attack does the shaker activate on the AOA gauge?

A. 0.7 AOA

B. 0.8 AOA

C. 0.9 AOA

D. 1.0 AOA

The shaker is a tactile warning tied to the angle of attack sensor to alert you before you reach stall. It's meant to give you a timely, unmissable cue to reduce AOA and recover, regardless of airspeed. The activation at 0.8 AOA is chosen because it's high enough to avoid nuisance alerts in normal flying but well below the stall margin, giving a comfortable buffer to adjust pitch or power. If it fired at 0.7 AOA, you'd get alerts too easily in gusts or aggressive climbs; if it waited until 0.9 or 1.0 AOA, you'd have less time to respond as you approach stall. So 0.8 AOA provides the best balance between early warning and avoiding false alarms.

9. If the primary pitch trim system fails entirely, which system takes over?

- A. Hydraulic trim system**
- B. Secondary pitch trim system**
- C. Mechanical spring trim**
- D. Autopilot**

When a jet's pitch trim system is designed, it includes a backup path so you don't lose trim control if the primary path fails. The correct backup in this case is a secondary pitch trim system that operates independently from the primary. If the main trim system loses power or fails completely, the secondary system takes over to provide the remaining trim authority needed to maintain the desired pitch. Autopilot isn't considered the backup trim path because its role is to fly the airplane and it relies on separate trim pathways to actually adjust the surfaces. Mechanical spring trim can serve as a manual aid in some designs, but the official backup for a complete primary trim failure is the dedicated secondary pitch trim system.

10. Is the nose cone area pressurized, and what does it contain?

- A. Unpressurized; contains two oxygen bottles, standby instrument battery assembly, and avionics**
- B. Pressurized; contains two oxygen bottles and avionics only**
- C. Unpressurized; empty**
- D. Pressurized; contains air conditioning packs**

The nose cone area is unpressurized. In that forward compartment you'll find the two oxygen bottles used to provide crew oxygen in an emergency, the standby instrument battery assembly that powers essential standby instruments if the main electrical system fails, and avionics equipment that sits in the forward bay for accessibility and maintenance. Keeping these items in an unpressurized, forward location simplifies design and maintenance, and supports quick access to life-support and backup systems without needing to manage pressurization in that space.

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://netjetslongitudeintitalsys.examzify.com>

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

SAMPLE