NETJETS LONGITUDE INITIAL SYSTEMS PRACTICE TEST (SAMPLE)

STUDY GUIDE

SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. **Oxygen masks deploy in Normal mode at approximately what cabin altitude?**

   A. 14,600 ft

   B. 14,800 ft (±200 ft)

   C. 14,000 ft

   D. 15,000 ft

2. **What is the normal cabin differential pressure?**

   A. 8.5 psi

   B. 9.0 psi

   C. 10.2 psi

   D. 11.0 psi

3. **Where is the outflow valve located?**

   A. Tail cone

   B. Nose area

   C. Front fuselage

   D. Wing root

4. **At a speed below Mach 0.52, which anti-ice should be turned on?**

   A. Wing and STAB anti ice

   B. Engine A/I only

   C. All three systems

   D. None of the above

5. **How many oxygen bottles are in the nose cone area?**

   A. 1

   B. 2

   C. 3

   D. 4

6. Does the lavatory flush use blue juice, or what fluid is used normally?

A. Yes, blue juice is used

B. No, it uses fresh water from the potable water system; bluewater can be used during servicing

C. Only during service; uses blue juice otherwise

D. It uses gray water

7. Name the systems that are powered by hydraulics?

A. Landing gear, Thrust reversers, Spoilers, Nose wheel steering

B. Landing gear, Thrust reversers, Spoilers, Nose wheel steering, Brakes, PTCU, Rudder

C. Landing gear, Brakes, APU

D. Nose wheel steering, Brakes, Lights

8. A sweep is defined as movement of the tiller from which position to which direction and back?

A. From 12 o'clock to left or right and back to 12 o'clock

B. From center to full left and back

C. From 3 o'clock to 9 o'clock

D. A full 360-degree rotation

9. Above FL180, what is the minimum climb speed in Mach or knots?

A. 64M or 250KTS

B. 200 FPM

C. 250 KTS

D. 60 KTS

10. 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

Answers

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

Explanations

1. Oxygen masks deploy in Normal mode at approximately what cabin altitude?

A. 14,600 ft

B. 14,800 ft (±200 ft)

C. 14,000 ft

D. 15,000 ft

Oxygen masks are tied to a cabin altitude sensor, and the system is set to deploy automatically when the cabin altitude reaches a specific threshold in Normal mode. For the Longitude in Normal mode, that trigger is about 14,800 ft, with a tolerance of ±200 ft. This means deployment can occur roughly between 14,600 and 15,000 ft. The reason for this fixed threshold is to provide oxygen quickly if pressurization is lost or if the cabin rises toward higher altitudes, while avoiding nuisance drops during normal cruising where cabin altitude is kept well below this limit.

2. What is the normal cabin differential pressure?

A. 8.5 psi

B. 9.0 psi

C. 10.2 psi

D. 11.0 psi

Cabin differential pressure is the difference between the air pressure inside the cabin and the air pressure outside the aircraft, maintained by the pressurization system to keep the cabin environment comfortable and within the aircraft's structural limits. For this aircraft, the normal operating differential is 10.2 psi. This value keeps the cabin altitude in the comfortable range (roughly a few thousand feet) during cruise while staying within the fuselage's design limits. If the differential were lower, the cabin altitude would rise and comfort would suffer; if it were higher, the pressure loads on the fuselage could approach or exceed safe limits, risking structural stress. The other options fall outside the standard operating point, so 10.2 psi is the best representation of normal operation.

3. Where is the outflow valve located?

A. Tail cone

B. Nose area

C. Front fuselage

D. Wing root

The outflow valve is part of the cabin pressurization system and its job is to vent cabin air overboard to regulate the cabin pressure. It's typically situated in the aft fuselage, in the tail cone area, so the vented air exits away from the crew and passengers and works with the environmental control system's ducting. Placing the valve in the tail cone helps avoid blowing air toward the cockpit or cabin, reduces the chance of re-ingestion or disturbing external airflow near intakes, and keeps the venting path clear of other systems. Areas like the nose, front fuselage, or wing root aren't used for this purpose because venting there could create uncomfortable drafts, affect sensor readings, or disrupt airflow to inlets.

4. At a speed below Mach 0.52, which anti-ice should be turned on?

A. Wing and STAB anti ice

B. Engine A/I only

C. All three systems

D. None of the above

When icing is a concern at lower speeds, the surfaces most at risk are the wing leading edges and the horizontal stabilizer leading edges. The procedure for this speed range calls for keeping those surfaces protected, while avoiding unnecessary use of engine anti-ice unless the conditions specifically require it. At speeds below Mach 0.52, turning on wing anti-ice and stabilizer anti-ice provides the needed protection for the primary surfaces that ice can rapidly affect during approach or in moist air, without the extra bleed-air load of engine anti-ice. So the best choice is to have wing and stabilizer anti-ice on.

5. How many oxygen bottles are in the nose cone area?

A. 1

B. 2

C. 3

D. 4

Two oxygen bottles are installed in the nose cone area to provide a reliable, ready-to-use source for the cockpit crew during depressurization while keeping the system compact and well-protected. This setup offers the necessary volume and redundancy—if one bottle or its regulator is out of service, the other still supplies oxygen so pilots can descend safely and continue to breathe until a safe altitude is reached. Placing the bottles in the nose cone minimizes weight and routing complexity and keeps the regulators and masks immediately accessible to both pilots. A single bottle would risk running out too quickly and would lack redundancy, while adding more bottles would add unnecessary weight and space without proportional safety benefits.

6. Does the lavatory flush use blue juice, or what fluid is used normally?

A. Yes, blue juice is used

B. No, it uses fresh water from the potable water system; bluewater can be used during servicing

C. Only during service; uses blue juice otherwise

D. It uses gray water

The lavatory flush uses potable water from the aircraft's drinking-water system. This keeps the flushing fluid clean and safe for regular operation. During servicing, a colored service fluid sometimes called bluewater may be used for testing or maintenance tasks, but it is not used for normal operation. Gray water refers to the waste that has left the bowl, not the flushing fluid. So the normal flush is fresh water from the potable system, with bluewater only used during servicing.

7. Name the systems that are powered by hydraulics?

A. Landing gear, Thrust reversers, Spoilers, Nose wheel steering

B. Landing gear, Thrust reversers, Spoilers, Nose wheel steering, Brakes, PTCU, Rudder

C. Landing gear, Brakes, APU

D. Nose wheel steering, Brakes, Lights

Hydraulic power is used for actuation that requires high force and quick response, especially for large moving parts and surface controls. The landing gear needs strong, reliable actuators to extend and retract, and the brakes rely on fluid pressure to push pistons that stop the wheels. On the aircraft's surface controls, nose wheel steering, spoilers, thrust reversers, and the rudder all demand substantial, precise movement, which hydraulics deliver more effectively than many other power sources. The PTCU—Power Transfer/Control Unit—organizes and routes hydraulic power to these actuators, enabling coordinated control of these surfaces and systems. By contrast, lights are electrical, and the APU is a power source rather than a hydraulically actuated system, so they aren't considered hydraulically powered.

8. A sweep is defined as movement of the tiller from which position to which direction and back?

A. From 12 o'clock to left or right and back to 12 o'clock

B. From center to full left and back

C. From 3 o'clock to 9 o'clock

D. A full 360-degree rotation

Sweep means moving the tiller from the straight-ahead, neutral position (12 o'clock) out to one side and then returning it to center. This action deflects the rudder to create a turn, and bringing the tiller back to straight stops the turn and stabilizes the course. It isn't about rotating all the way around or repeatedly going to the opposite extreme; it's about a quick arc from center to one side and back to center. The amount of deflection can vary with the desired turn rate, but the defining motion is that center-to-side-and-back movement.

9. Above FL180, what is the minimum climb speed in Mach or knots?

A. 64M or 250KTS

B. 200 FPM

C. 250 KTS

D. 60 KTS

Above high altitude, airspeed is governed by Mach rather than knots, because air density is low and Mach provides a consistent measure of performance. The minimum climb speed is set as the greater of Mach 0.64 or 250 knots. This rule keeps you from getting too slow for safe climb performance or stall margins while still respecting the aircraft's performance limits at altitude. In practice, you'd climb at Mach 0.64, but if that Mach number would correspond to less than 250 knots indicated, you maintain at least 250 knots IAS; if Mach 0.64 yields more than 250 knots IAS, you follow Mach 0.64. That's why the correct answer is 64M or 250KTS, whichever is higher. The other options don't fit because one is a climb rate, another is only a speed in knots without the Mach relationship, and the last is far too slow to meet safe high-altitude climb requirements.

10. 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.

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://netjetslongitudeintitialsys.examzify.com

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