DASSAULT FALCON 7X PRACTICE EXAM (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.

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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!

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Questions

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1. What is the wingspan measurement of the Falcon 7X?

A. 78 Ft

B. 80 Ft

C. 86 Ft

D. 90 Ft

2. What is the primary function of the Fuel Shutoff Valves?

A. To control fuel flow to the engines

B. To manage the fuel quality

C. To isolate fuel tanks during emergency

D. To maintain fuel temperature

3. When the APU bleed air is selected on, what effect does this have on the other bleed valves?

A. X-bleed valves are manually closed

B. X-bleed valves are automatically opened

C. No change to the bleed valves

D. Other valves are shut down

4. How is the Windshield heat typically activated?

A. Manually by the pilot

B. After 2 engines are started

C. Automatically at takeoff

D. When temperature falls below freezing

5. Does VGP mode take into account the altitude pre-select window after selecting APP mode?

A. Yes, it does

B. No, it ignores it

C. It uses it depending on the situation

D. It modifies the pre-select values

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6. How many PMA's provide power to the FBW system?

A. 1

B. 2

C. 3

D. 4

7. What is the duration of the Anti-Ice ground test?

A. 10 seconds

B. 15 seconds

C. 20 seconds

D. 25 seconds

8. What is the maximum ramp weight of the Dassault Falcon 7X?

A. 62,400 lbs.

B. 70,200 lbs.

C. 75,000 lbs.

D. 80,000 lbs.

9. Which Auto modes are not available in Direct Laws?

A. Auto-trim, Autopilot and Auto-throttle

B. Auto-Derotation for landing

C. Auto-landing and Autothrust

D. Auto-navigation and Auto-flaps

10. What do the LH INIT and RH INIT switches supply power to?

A. Emergency lights on the aircraft

B. Avionics equipment on the respective buses

C. Battery charging systems

D. Fuel management systems

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Answers

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

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Explanations

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1. What is the wingspan measurement of the Falcon 7X?

A. 78 Ft

B. 80 Ft

C. 86 Ft

D. 90 Ft

The wingspan of the Dassault Falcon 7X is indeed 86 feet, which reflects the aircraft's design to ensure optimal aerodynamic performance and fuel efficiency during flight. The design and engineering behind the wingspan contribute to its capability to operate in shorter runways while maintaining excellent stability and control. Choosing 86 feet is significant because it aligns with the criteria for business jets that require a balance between performance and operational versatility. In contrast, the other options offered, such as 78 feet, 80 feet, and 90 feet, do not correspond to the specifications of this particular aircraft. These measurements may be associated with other models or types of aircraft, reinforcing the importance of accurate data specific to the Falcon 7X when considering its operational specifications.

2. What is the primary function of the Fuel Shutoff Valves?

A. To control fuel flow to the engines

B. To manage the fuel quality

C. To isolate fuel tanks during emergency

D. To maintain fuel temperature

The primary function of the Fuel Shutoff Valves is to isolate fuel tanks during an emergency. These valves play a crucial role in enhancing safety by allowing the pilots to stop the flow of fuel to the engines quickly, thereby preventing potential hazards such as fuel leaks or fires. In case of an emergency situation, being able to isolate the fuel supply can be vital for the crew's safety and aircraft integrity. The other options address important aspects related to fuel systems, but they do not capture the main purpose of the Fuel Shutoff Valves. For instance, controlling fuel flow to the engines is typically managed by other systems, such as fuel control units or pumps, which continually regulate the flow during normal operations. Similarly, while managing fuel quality is essential for engine performance, it is handled through different means, such as filtration and monitoring systems. Maintaining fuel temperature is definitely important, especially in the context of preventing fuel freezes at high altitudes, but it is not the primary role of the Shutoff Valves. Their specific and critical function during emergencies is what sets them apart in this context.

3. When the APU bleed air is selected on, what effect does this have on the other bleed valves?

A. X-bleed valves are manually closed

B. X-bleed valves are automatically opened

C. No change to the bleed valves

D. Other valves are shut down

When the APU bleed air is selected on, the X-bleed valves are automatically opened to allow for the proper distribution of bleed air throughout the aircraft's pneumatic system. This function is crucial because it enables the use of air from the Auxiliary Power Unit (APU) to serve systems that require pneumatic pressure, such as engine starting or environmental control systems. Opening the X-bleed valves facilitates airflow between the left and right bleed air systems, allowing for redundancy and ensuring a consistent airflow. This is especially important during engine start procedures, as it can help maintain the necessary pressure levels if one engine's bleed system experiences a drop in performance or demand. While the answer indicates that options involving manual closure or shutdown of other valves might seem like plausible considerations, they do not apply directly when the APU bleed air is selected on. The automatic opening of the X-bleed valves optimally utilizes the APU and maintains essential system functionality.

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4. How is the Windshield heat typically activated?

A. Manually by the pilot

B. After 2 engines are started

C. Automatically at takeoff

D. When temperature falls below freezing

The correct answer indicates that the windshield heat is typically activated after two engines are started. This is a procedural aspect of aircraft operation that relates to ensuring safety and functionality during flight. When the engines are operating, the electrical systems are more stable and are often designed to ensure that critical systems, such as windshield heating, have adequate power. This practice allows the airplane's systems to maintain optimal performance and ensures that ice buildup on the windshield, which can obstruct visibility, is managed effectively. The activation of windshield heat at this point also aligns with standard operating procedures for many aircraft, where systems are sequentially brought online in a way that maximizes safety and efficiency. Waiting until two engines are running means that sufficient electrical power is available to support not just the windshield heating but other essential systems on board as well. In contrast, options that suggest manual activation, automatic activation at takeoff, or activation based solely on temperature conditions might not consider the operational norms and power management strategies that underpin safe aircraft operation, which is why they do not represent the typical activation method.

5. Does VGP mode take into account the altitude pre-select window after selecting APP mode?

A. Yes, it does

B. No, it ignores it

C. It uses it depending on the situation

D. It modifies the pre-select values

In the context of the Falcon 7X's autopilot systems, when VGP (Vertical Path Guidance) mode is selected, it does not consider the altitude pre-select window set in the APP (Approach) mode. Instead, VGP mode focuses on maintaining the desired vertical profile to the runway based on the specified approach path instead of the altitude values set by the pilots. This is critical for ensuring a stable approach in accordance with the aircraft's vertical navigation profile, which might not align with the altitude pre-select settings. Understanding this functional separation is vital for flight crews to effectively manage the aircraft during landing phases. It emphasizes that while APP mode allows the crew to set particular altitudes, VGP mode operates independently of these pre-select settings to ensure adherence to the vertical glide path, which is essential for safe and accurate landings.

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6. How many PMA's provide power to the FBW system?

A. 1

B. 2

C. 3

D. 4

The Fly-By-Wire (FBW) system in the Dassault Falcon 7X is designed with high reliability and safety in mind, which is a critical aspect of modern aircraft design. In this system, two Power Management Units (PMUs) are responsible for providing electrical power to ensure that the FBW controls operate effectively under various conditions. Having two PMUs means that if one unit were to fail or experience an issue, the other can continue to supply power, thus enhancing safety through redundancy. This redundancy is crucial for critical systems like FBW, as it ensures continuous operation and helps prevent loss of control in-flight. The other options suggest fewer or more PMUs, which would not accurately reflect the design principles of safety and redundancy integral to modern aircraft systems. Therefore, the correct understanding is that the FBW system is powered by two PMUs, providing a balanced approach to reliability and operational capability.

7. What is the duration of the Anti-Ice ground test?

A. 10 seconds

B. 15 seconds

C. 20 seconds

D. 25 seconds

The correct duration for the Anti-Ice ground test is 20 seconds. This specific duration is crucial for verifying the effective operation of the anti-ice systems before flight. During this test, activating the anti-ice system for the specified time allows the crew to ensure that the system responds appropriately and that any potential ice accumulation is managed before takeoff. Choosing the correct duration is essential for safety, as an insufficient test might not reveal any faults in the anti-ice system, potentially leading to issues during flight. Understanding this procedure is vital for flight preparation, and adhering to the specified 20 seconds ensures compliance with operational standards set out by the manufacturer and aviation regulations.

8. What is the maximum ramp weight of the Dassault Falcon 7X?

A. 62,400 lbs.

B. 70,200 lbs.

C. 75,000 lbs.

D. 80,000 lbs.

The maximum ramp weight of the Dassault Falcon 7X is indeed 70,200 lbs. This figure encompasses the total weight of the aircraft when it is fully loaded with passengers, cargo, fuel, and other operational items just prior to takeoff. Knowing the maximum ramp weight is crucial for flight planning and performance calculations. In the context of flight operations, the ramp weight directly impacts the aircraft's performance, including takeoff distance, climb rate, and fuel efficiency. Operating consistently within the specified weight limits ensures the safety and efficiency of the aircraft under various operating conditions. Understanding this limit allows pilots and flight planners to make informed decisions about payload, fuel loads, and operational safety, which is vital for effective aircraft management.

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9. Which Auto modes are not available in Direct Laws?

A. Auto-trim, Autopilot and Auto-throttle

B. Auto-Derotation for landing

C. Auto-landing and Autothrust

D. Auto-navigation and Auto-flaps

In the context of the Dassault Falcon 7X, Direct Laws refer to a specific mode of flight control operation where the aircraft's control laws operate in a way that provides direct pilot control over the flight surfaces. Within these Direct Laws, certain automation features are limited or not available to maintain a direct and unfiltered response from the pilot's inputs. Auto-trim, Autopilot, and Auto-throttle are all considered forms of automation designed to assist the pilot in managing aircraft performance and control. In Direct Laws, these automated features are typically disabled or unavailable since the mode emphasizes raw pilot control without intervention from automation systems which might modify pilot inputs. This design choice promotes a more hands-on flying experience, which is crucial during critical phases of flight, such as takeoff or maneuvering, where immediate pilot response is paramount. Other options like Auto-Derotation for landing, Auto-landing and Autothrust, or Auto-navigation and Auto-flaps may have specific functionalities that could exist in other control modes but are not the primary focus in Direct Laws. Thus, the selection of the first option encompasses all automated features that would not be present in Direct Laws, affirming that the aircraft is operating in a mode that demands complete pilot input and awareness.

10. What do the LH INIT and RH INIT switches supply power to?

A. Emergency lights on the aircraft

B. Avionics equipment on the respective buses

C. Battery charging systems

D. Fuel management systems

The LH INIT and RH INIT switches are specifically designed to supply power to the avionics equipment located on the respective buses of the Dassault Falcon 7X. When these switches are engaged, they enable critical navigation and communication systems to function properly, allowing pilots to maintain operational control and situational awareness during flight. This capability is particularly vital during the initialization process of the aircraft, where systems need to boot up and run diagnostic checks before takeoff. The avionics systems require a stable power source for various functions, including flight planning and sensor integration. Because these systems are integral to the safe operation of the aircraft, the LH INIT and RH INIT switches have a dedicated role in ensuring their reliability and functionality. Other options such as emergency lights, battery charging systems, and fuel management systems, while important for overall aircraft operation, are not the primary functions associated with the LH INIT and RH INIT switches, highlighting their specific purpose in the avionics framework.

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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:

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

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