NETJETS LONGITUDE 700 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.

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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. How does the Longitude 700's weather radar assist in planning and real-time decisions?

A. Detects precipitation/turbulence, informs route and altitude adjustments, supports avoidance planning

B. Adjusts cabin lighting

C. Controls fuel pumps

D. Assist with navigation

2. How is weather information obtained and used in flight planning for the Longitude 700?

A. METARs/TAFs, SIGMETs/AIRMETs via data link or onboard systems; plan routing/altitudes to avoid hazards; update in flight as needed.

B. Weather is not needed for planning.

C. Only use winds aloft; ignore METARs.

D. Weather info is optional for IFR.

3. What is the maximum indicated airspeed for Flaps Full?

A. 180 kts

B. 250 kts

C. 230 kts

D. 200 kts

4. During cruise fuel planning, which action supports efficiency and reserves?

A. Refuel mid-cruise at every waypoint.

B. Ignore route efficiency and fly direct between waypoints.

C. Monitor fuel burn, compare actual burn to plan, consider route adjustments for efficiency and reserves.

D. Carry no reserves and burn more fuel intentionally.

5. In normal operation, for how many minutes can the batteries provide power?

A. 10 min

B. 20 min

C. 30 min

D. 60 min

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6. What is the recommended procedure for performing a go-around on the Longitude 700?

A. Apply TOGA, accelerate to safe climb speed, retract or adjust flaps per checklist, maintain obstacle clearance and reconfigure for missed approach.

B. Immediately descend to secure landing.

C. Maintain landing configuration and circle.

D. Abort and land as soon as possible.

7. How are abnormal procedures communicated to the crew and passengers in the Longitude 700?

A. Crewmembers focus on procedures alone and do not inform passengers

B. Announce the situation as soon as possible with alarm and panic

C. Crewmembers relay essential information to passengers via PA as appropriate, while following the QRH and ensuring safety

D. Wait for ATC to inform passengers via PA

8. What is the role of the altimeter setting and QNH in Longitude 700 operations?

A. Set correct altimeter to ensure altitude accuracy; cross-check with field elevation and approach procedures.

B. Altimeter setting is optional.

C. Ignore altimeter and rely on GPS altitude.

D. Set to 29.92 only.

9. Operation above 25 C is limited to how many minutes?

A. 5 minutes

B. 2 minutes

C. 1 minute

D. 10 minutes

10. Which speed corresponds to the maximum for landing gear extended configuration?

A. 230 kts

B. 180 kts

C. 250 kts

D. 195 kts

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Answers

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

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Explanations

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1. How does the Longitude 700's weather radar assist in planning and real-time decisions?

A. Detects precipitation/turbulence, informs route and altitude adjustments, supports avoidance planning

B. Adjusts cabin lighting

C. Controls fuel pumps

D. Assist with navigation

Weather radar is used to see weather ahead and influence both planning and in-flight decisions. It detects precipitation and turbulence, and shows how those conditions are moving. With that information, you can plan routes and altitudes that avoid heavy weather, and you can make real-time adjustments as storms shift. In planning, you'd look for areas with lighter precipitation or lower turbulence and choose a route and cruise altitude that minimize exposure to adverse weather. In flight, as radar echoes move, you can steer around cells, change altitude to find smoother air, and adjust speed to maintain safety and comfort. The other options don't fit the radar's role. It doesn't control cabin lighting or fuel pumps, and while radar data informs navigation decisions, its primary purpose is weather detection and avoidance rather than basic navigation control.

2. How is weather information obtained and used in flight planning for the Longitude 700?

A. METARs/TAFs, SIGMETs/AIRMETs via data link or onboard systems; plan routing/altitudes to avoid hazards; update in flight as needed.

B. Weather is not needed for planning.

C. Only use winds aloft; ignore METARs.

D. Weather info is optional for IFR.

Weather information drives every phase of flight planning. For the Longitude 700, you obtain METARs and TAFs to know current and forecasted surface conditions, ceilings, visibility, winds, and other critical factors, while SIGMETs and AIRMETs alert you to significant and less-severe weather hazards along your route. These reports and advisories are accessible via data link or onboard systems, so you can see updates as you plan and in flight. This information is used to shape routing and altitude choices to avoid hazards such as severe thunderstorms, icing, or turbulence, and to select altitudes with favorable winds and acceptable operating conditions. You'll also use it to verify that the destination and alternates meet required weather minimums and to adjust the plan if the forecast changes. Keeping weather current in flight is essential, so you update the plan as new information becomes available. Relying only on winds aloft or treating weather as optional is not appropriate for IFR operations, and METARs/TAFs or hazard advisories should never be ignored.

3. What is the maximum indicated airspeed for Flaps Full?

A. 180 kts

B. 250 kts

C. 230 kts

D. 200 kts

This question tests understanding of VFE, the maximum indicated airspeed allowed with the flaps fully extended. When flaps are fully deployed, the wing and flap system experience higher loads, so there's a defined speed limit to protect the mechanism and maintain safe handling. For the Citation Longitude, that flap-full limit is 180 knots indicated. So you should not exceed 180 knots with the flaps completely extended. Speeds like 200, 230, or 250 knots would go beyond this limit and could overstress the flaps or affect controllability, which is why they aren't correct for this flap setting.

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4. During cruise fuel planning, which action supports efficiency and reserves?

A. Refuel mid-cruise at every waypoint.

B. Ignore route efficiency and fly direct between waypoints.

C. Monitor fuel burn, compare actual burn to plan, consider route adjustments for efficiency and reserves.

D. Carry no reserves and burn more fuel intentionally.

Efficient cruise fuel planning hinges on tracking actual fuel burn against the plan and adjusting the route to improve efficiency while preserving required reserves. By comparing what you actually burn with what you estimated, you can detect deviations early and decide whether changes to altitude, wind-aware routing, or shorter segments could reduce consumption without compromising safety. If the real burn runs higher than expected, making informed route adjustments helps you maintain the necessary reserves for contingencies like weather, diversions, or holds. This approach balances efficiency with safety, avoiding unnecessary mid-course refueling, unnecessary direct routing that ignores favorable winds, and the risk of operating without sufficient reserves.

5. In normal operation, for how many minutes can the batteries provide power?

A. 10 min

B. 20 min

C. 30 min

D. 60 min

In normal operation, the duration the batteries can power essential systems is measured to give you enough time to manage a power transition. The Longitud e 700 is designed so the battery can sustain critical avionics, flight instruments, and communications for about twenty minutes when the primary power source isn't supplying power. This window gives you a practical interval to identify the power loss, conserve or reconfigure loads, and switch to an alternate source or complete a safe approach and landing. A shorter period wouldn't give enough time to manage the transition, while longer durations would imply more battery capacity than what the system is designed to provide.

6. What is the recommended procedure for performing a go-around on the Longitude 700?

A. Apply TOGA, accelerate to safe climb speed, retract or adjust flaps per checklist, maintain obstacle clearance and reconfigure for missed approach.

B. Immediately descend to secure landing.

C. Maintain landing configuration and circle.

D. Abort and land as soon as possible.

When a go-around is required, the priority is to transition from landing into a safe, controlled climb and set up for the missed approach. The best procedure starts with applying TOGA thrust, which brings the airplane to maximum available climb capability quickly. You then accelerate to the safe climb speed appropriate for the current configuration and weight. Next, you retract or adjust the flaps per the established checklist to reduce drag and optimize climb performance. Finally, you configure the airplane for the missed approach, ensuring obstacle clearance and readiness to follow the published missed procedure as you climb away. This sequence is correct because it quickly establishes a positive rate of climb with the proper configuration, minimizes risk near the runway, and positions you to execute the missed approach if needed. Descending, maintaining landing configuration while circling, or aborting to land immediately without climbing away do not provide the safe transition and obstacle clearance required for a go-around.

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7. How are abnormal procedures communicated to the crew and passengers in the Longitude 700?

A. Crewmembers focus on procedures alone and do not inform passengers

B. Announce the situation as soon as possible with alarm and panic

C. Crewmembers relay essential information to passengers via PA as appropriate, while following the QRH and ensuring safety

D. Wait for ATC to inform passengers via PA

When handling abnormal procedures, the priority is to manage safety while keeping everyone informed. The QRH provides the standardized steps the crew should follow to address the issue, verify procedures, and restore safe flight. Alongside that, the crew assesses whether passengers need to know what's happening. If it's appropriate, they use the cabin PA to relay essential information—calm, factual updates about what is occurring and any actions passengers should take—so people aren't left guessing and panic is minimized. This approach ensures the crew maintains control of the situation and supports safety, rather than relying on ATC for passenger announcements, which isn't their role.

8. What is the role of the altimeter setting and QNH in Longitude 700 operations?

A. Set correct altimeter to ensure altitude accuracy; cross-check with field elevation and approach procedures.

B. Altimeter setting is optional.

C. Ignore altimeter and rely on GPS altitude.

D. Set to 29.92 only.

Setting the local altimeter to the correct QNH makes the instrument read your true altitude above mean sea level, which is essential for accurate terrain clearance and for following published altitude steps on procedures. In Longitude 700 operations, you must verify that the altimeter shows the altitude that corresponds to field elevation and the charted approach/altitude constraints, so you can safely execute climbs, descents, and approaches. GPS altitude can be misleading for instrument procedures, and 29.92 is used only when flying above the transition altitude in standard pressure, not for normal terminal operations. So you set the local QNH and cross-check with the field elevation and approach procedures.

9. Operation above 25 C is limited to how many minutes?

A. 5 minutes

B. 2 minutes

C. 1 minute

D. 10 minutes

When equipment runs in hotter conditions, its ability to shed heat becomes the limiting factor. If the ambient temperature is above 25 C, the operation is limited to a brief duration to keep temperatures within safe levels. Two minutes is the designated maximum, reflecting the balance between how quickly heat builds up and how effectively the system can cool, so that performance isn't compromised or protection mechanisms aren't triggered. Going beyond that window increases the risk of overheating, which can lead to degraded performance or automatic shutdown. If more operation is needed, you'd pause to cool or reduce the load, or wait for cooler conditions.

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10. Which speed corresponds to the maximum for landing gear extended configuration?

A. 230 kts

B. 180 kts

C. 250 kts

D. 195 kts

When the landing gear is extended, there's a defined maximum airspeed the aircraft can safely fly in that configuration. This is the landing gear extended speed, often called V_LE. For the Citation Longitude, the maximum speed with the gear down and locked is 230 knots. That means you should not exceed 230 knots while the gear is extended because higher speeds can stress the gear and related mechanisms. The other options are either lower than the limit (safe but not the maximum) or higher than the limit (beyond what the gear-down condition allows). Hence, 230 knots is the correct maximum for gear-down operation.

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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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