NETJETS LONGITUDE INITIAL SYSTEMS PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

https://netjetslongitudeintitialsys.examzify.com

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.

SAMPLE

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!

SAMPLE

Questions

SAMPLE

1. To reset the NOSE DOOR OPEN CAS message, which sequence is correct?

A. Go Outside and Unlatch All 4 Latches, Open Door Fully, Then Close and Latch Door, Lock Key Lock

B. Open Door From Inside and Reset CAS Button

C. Use In-Cockpit Reset Procedure Only

D. Contact Maintenance and Do Not Attempt Reset

2. What is the minimum age of an occupant in the jump seat?

A. 15 years old

B. 12 years old

C. 18 years old

D. 16 years old

3. Which item is located on the engine accessory box and serves as the fuel control unit?

A. HMU (fuel control unit)

B. PMA

C. Generator

D. Air starter

4. Crew action masks are rated to perform up to what altitude?

A. Flight level 400

B. Flight level 350

C. Flight level 300

D. Flight level 420

5. What type of flaps are on the longitude?

A. Slotted flaps

B. Fowler flaps

C. Plain flaps

D. Double-slotted flaps

SAMPLE

6. 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

7. What is the Garmin input format to specify a route segment using a place bearing place bearing pair?

A. Place/Bearing/Place/Bearing

B. Bearing/Place/Bearing/Place

C. Route/Waypoint

D. Latitude/Longitude

8. The other cabin air temperature sensor is located behind which seat?

A. Behind the captain seat

B. Behind seat number 9

C. In the cockpit

D. Behind seat number 3

9. What does TOPI do regarding warnings on takeoff?

A. Inhibits CAS messages and aural warnings from 80 knots to 400 feet AGL on takeoff

B. Inhibits CAS messages only on takeoff

C. Inhibits aural warnings only on takeoff

D. Inhibits messages during landing

10. In a loss of hydraulic pressure to the nose wheel steering system, how many sweeps of steering authority does the emergency accumulator provide, and how is one sweep defined?

A. Two sweeps; a sweep is movement of the tiller from 12 o'clock to the left or right and back to 12 o'clock

B. One sweep; a sweep is movement from center to left and back

C. Three sweeps; a sweep is movement from 12 o'clock to right and back

D. Four sweeps; a sweep is rotation of the tiller through 360 degrees

SAMPLE

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. To reset the NOSE DOOR OPEN CAS message, which sequence is correct?

A. Go Outside and Unlatch All 4 Latches, Open Door Fully, Then Close and Latch Door, Lock Key Lock

B. Open Door From Inside and Reset CAS Button

C. Use In-Cockpit Reset Procedure Only

D. Contact Maintenance and Do Not Attempt Reset

The key idea is that the Nose Door Open CAS alert requires a physical, outside-the-aircraft reset of the nose door mechanism. You must go outside, unlatch all four latches, open the door fully to confirm it's not stuck, then close and re-latch the door and lock the key lock. This cycles the mechanical and sensor state properly, allowing the system to recognize that the door is securely closed again and clear the CAS message. Using an inside reset or a cockpit button won't affect the external latch state or the door-position sensors, so they won't reliably clear the alert. Similarly, contacting maintenance is prudent if you suspect a deeper fault, but when the procedure is specified, the external latch-cycle is the correct reset method.

2. What is the minimum age of an occupant in the jump seat?

A. 15 years old

B. 12 years old

C. 18 years old

D. 16 years old

The question tests age eligibility for occupying a jump seat, which is a cockpit seat used by flight crew or authorized personnel rather than a regular passenger seat. The minimum age is set so the occupant can reliably understand and follow cockpit procedures and comply with safety and regulatory expectations during operations. The smallest age that meets this requirement is 15 years. A person who is 12 years old would not meet the policy, while someone older—such as 16 or 18—also qualifies, but they are not the minimum.

3. Which item is located on the engine accessory box and serves as the fuel control unit?

A. HMU (fuel control unit)

B. PMA

C. Generator

D. Air starter

In a turbine engine, the device that regulates how much fuel gets to the combustor is the Hydromechanical Unit, or HMU. This fuel control unit sits on the engine's accessory gearbox, which is where many other components like the hydraulic pump, starter, and generator are mounted. The HMU receives signals from the throttle and engine sensors, uses hydraulic pressure to meter fuel flow precisely, and delivers the correct amount of fuel to the engine to meet the commanded thrust while protecting against overspeed or surge. Other items on the accessory box, such as the PMA (a power source), the generator, and the air starter, perform electrical generation and starting functions rather than fuel regulation.

SAMPLE

4. Crew action masks are rated to perform up to what altitude?

A. Flight level 400

B. Flight level 350

C. Flight level 300

D. Flight level 420

Crew action masks are designed to provide breathable oxygen for the crew up to the highest altitude they're expected to operate in an unpressurized or partially pressurized scenario. This means they're certified to function reliably up to Flight Level 400, or 40,000 feet. At or below this ceiling, the oxygen supplied by the masks keeps crew members from hypoxia while they manage the aircraft and communicate, which is why FL400 is the standard rating. The other altitudes listed don't match the typical certification range for these masks—lower ceilings don't reflect the full high-altitude operating envelope, and a higher figure like FL420 would exceed the common certification for standard crew action masks.

5. What type of flaps are on the longitude?

A. Slotted flaps

B. Fowler flaps

C. Plain flaps

D. Double-slotted flaps

Flaps that are designed to maximize lift by increasing the wing's effective area are Fowler flaps. They move backward along tracks and also rotate downward, which extends the trailing edge of the wing and increases both wing area and camber. This combination delivers a substantial lift boost at lower speeds, which is exactly what you want during takeoff and landing, while keeping drag in check at cruise speeds. On the Longitude, this flap design provides the high-lift performance needed for safe slow-speed flight without overly compromising aerodynamics in the higher-speed regime. Plain flaps only hinge downward and don't add wing area, slotted flaps increase lift with slots but don't extend the wing as Fowler flaps do, and double-slotted flaps add more lift with extra complexity. The Fowler mechanism strikes a balance between lift, drag, and mechanical efficiency for that aircraft.

6. 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.

SAMPLE

7. What is the Garmin input format to specify a route segment using a place bearing place bearing pair?

A. Place/Bearing/Place/Bearing

B. Bearing/Place/Bearing/Place

C. Route/Waypoint

D. Latitude/Longitude

The idea being tested is how Garmin encodes a route segment using a starting point, a direction, and the next point. In this format you specify a starting place, the bearing to fly from that place, the next place you'll reach along that bearing, and then a second bearing from that next place to continue. This exact pattern is Place/Bearing/Place/Bearing, which is why that option is the correct one. Why this fits: it matches the sequence of two places separated by two bearings, letting the device define a leg by starting at a place, following a given bearing to reach the next place, and then continuing from there with another bearing to the following point. The other formats don't express a leg in terms of a starting place plus directions to the next anchor, or they use coordinates or generic route terms that don't capture the specific Place/Bearing/Place/Bearing mechanism.

8. The other cabin air temperature sensor is located behind which seat?

A. Behind the captain seat

B. Behind seat number 9

C. In the cockpit

D. Behind seat number 3

Cabin temperature sensing relies on more than one measurement point to keep the environment comfortable. The other cabin air temperature sensor is placed behind seat nine because that position samples cabin air representative of the main passenger area, away from the heat and airflow influences of the cockpit and the immediate vent flow. This helps the environmental control system form a balanced view of cabin temperature and adjust heating or cooling accordingly. Placing a sensor behind the captain's seat or in the cockpit would bias readings toward the flight deck, and the rear, forward-forward position behind seat three isn't the published location for this sensor.

9. What does TOPI do regarding warnings on takeoff?

A. Inhibits CAS messages and aural warnings from 80 knots to 400 feet AGL on takeoff

B. Inhibits CAS messages only on takeoff

C. Inhibits aural warnings only on takeoff

D. Inhibits messages during landing

TOPI suppresses both CAS messages and the related aural warnings during the takeoff phase, from about 80 knots until you reach 400 feet AGL. This reduces cockpit clutter when you're configuring the aircraft and managing the takeoff, letting you focus on the essential tasks. Once you surpass 400 feet AGL, normal warning behavior resumes. This is why the option stating inhibition of both message types over that takeoff window is best. The other choices miss either one type of alert, limit suppression to only takeoff, or refer to landing—none of which match TOPI's defined takeoff behavior.

SAMPLE

10. In a loss of hydraulic pressure to the nose wheel steering system, how many sweeps of steering authority does the emergency accumulator provide, and how is one sweep defined?

A. Two sweeps; a sweep is movement of the tiller from 12 o'clock to the left or right and back to 12 o'clock

B. One sweep; a sweep is movement from center to left and back

C. Three sweeps; a sweep is movement from 12 o'clock to right and back

D. Four sweeps; a sweep is rotation of the tiller through 360 degrees

When hydraulic pressure is lost in the nose wheel steering, the emergency accumulator provides a limited amount of steering authority so you can still maneuver on the ground. This energy allows two complete steering actions, or sweeps. A sweep is defined as moving the tiller from the centered position (12 o'clock) to one side (left or right) and then back to center. So you get one sweep to the left and back, and one sweep to the right and back, for a total of two sweeps. After the stored energy is used, further steering input from the tiller isn't available. This is why two sweeps is the correct count, with the sweep defined by the center-to-one-side-and-back movement.

SAMPLE

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!

SAMPLE