Alec Myers Flight Training

PSTAR Exam

Created 06 Jun 2025 08:58:46 AM

Instructions

1. Complete the candidate information on the answer sheet before commencing the examination.
2. Read carefully each question and its numbered answers.
3. When you have decided which answer is correct, place an x in the corresponding space on the answer sheet.
4. If you change your mind, block out incorrect answer. If more than one answer is given to a question, question will be marked wrong.
5. BEFORE FIRST SOLO FLIGHT IS AUTHORIZED, the candidate MUST correctly answer a minimum of 45 of the 50 questions on the examination paper and the questions answered incorrectly are to be reviewed and sufficient instruction given to the student to ensure that the correct responses are understood.

NOTE: The abbreviations and acronyms listed below may be used throughout this test.

AAE	Above Aerodrome Elevation
ADIZ	Air Defence Identification Zone
AGL	above ground level
TC AIM	Aeronautical Information Manual
AIP	AIP Canada (ICAO)
ASL	above sea level
ATC	Air Traffic Control
ATF	Aerodrome Traffic Frequency
ATIS	Automatic Terminal Information Service
ATS	Air Traffic Services
CARs	Canadian Aviation Regulations
CFS	Canada Flight Supplement
ELT	emergency locator transmitter
ETA	estimated time of arrival
FIC	Flight Information Center
FSS	Flight Service Station
IFR	Instrument Flight Rules
kt.	knot(s)
Lb	pound(s)
MHz	megahertz
MF	Mandatory Frequency
NM	nautical mile(s)
NORDO	no radio
PIC	pilot-in-command
TSB	Transportation Safety Board of Canada
UNICOM	Universal Communications
UTC	Co-ordinated Universal Time (Z)
VDF	very high frequency direction finding
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions

Candidate answer sheet

Detatch this sheet, write your personal details below, and use it to record your answers to each question.

Name in full:

Date:

Assessment (out of 50):

PASS / FAIL:

Reviewed and corrected to 100% by:

	Question	1	2	3	4
1	(1.1)	O	O	O	O
2	(1.6)	O	O	O	O
3	(1.8)	O	O	O	O
4	(2.6)	O	O	O	O
5	(2.8)	O	O	O	O
6	(3.2)	O	O	O	O
7	(3.19)	O	O	O	O
8	(3.20)	O	O	O	O
9	(3.23)	O	O	O	O
10	(4.2)	O	O	O	O
11	(4.8)	O	O	O	O
12	(5.3)	O	O	O	O
13	(5.7)	O	O	O	O
14	(5.8)	O	O	O	O
15	(5.9)	O	O	O	O
16	(5.11)	O	O	O	O
17	(6.4)	O	O	O	O
18	(6.7)	O	O	O	O
19	(6.10)	O	O	O	O
20	(6.17)	O	O	O	O
21	(6.23)	O	O	O	O
22	(7.1)	O	O	O	O
23	(7.6)	O	O	O	O
24	(7.10)	O	O	O	O
25	(7.14)	O	O	O	O

	Question	1	2	3	4
26	(7.15)	O	O	O	O
27	(8.5)	O	O	O	O
28	(8.7)	O	O	O	O
29	(8.9)	O	O	O	O
30	(8.10)	O	O	O	O
31	(8.13)	O	O	O	O
32	(9.1)	O	O	O	O
33	(9.5)	O	O	O	O
34	(9.6)	O	O	O	O
35	(9.11)	O	O	O	O
36	(10.4)	O	O	O	O
37	(10.6)	O	O	O	O
38	(11.2)	O	O	O	O
39	(11.7)	O	O	O	O
40	(11.10)	O	O	O	O
41	(11.12)	O	O	O	O
42	(12.6)	O	O	O	O
43	(12.16)	O	O	O	O
44	(12.17)	O	O	O	O
45	(12.18)	O	O	O	O
46	(13.2)	O	O	O	O
47	(13.10)	O	O	O	O
48	(13.11)	O	O	O	O
49	(14.1)	O	O	O	O
50	(14.4)	O	O	O	O

Question 1 (1.1)

Which statement is true with regard to aircraft converging at approximately the same altitude?

1. A jet airliner has the right of way over all other aircraft.
2. An aircraft towing objects has the right of way over all power-driven heavier-than-air aircraft.
3. An aeroplane has the right of way over all other aircraft which are converging from the left.
4. Aeroplanes towing gliders must give way to helicopters.

Question 2 (1.6)

When converging at approximately the same altitude

1. balloons shall give way to hang gliders.
2. aeroplanes towing gliders shall give way to balloons.
3. balloons shall give way to gliders.
4. balloons shall give way to airships.

Question 3 (1.8)

When two aircraft are approaching head-on or approximately so and there is danger of collision, each pilot shall

1. decrease airspeed.
2. increase airspeed.
3. alter heading to the right.
4. alter heading to the left.

Question 4 (2.6)

Blinking runway lights advises vehicles and pedestrians to

1. be aware that an emergency is in progress; hold your position.
2. return to the apron.
3. vacate the runways immediately.
4. be aware that an emergency is in progress; continue with caution.

Question 5 (2.8)

Pilots should not overfly reindeer or caribou at an altitude of less than

1. 2,500 feet AGL.
2. 2,000 feet AGL.
3. 1,500 feet AGL.
4. 1,000 feet AGL.

Question 6 (3.2)

When making initial contact with a Canadian ATC unit, the pilot of aircraft C-FBSQ should transmit the registration as

1. FBSQ.
2. Fox, Baker, Sugar, Queen.
3. Foxtrot, Bravo, Sierra, Quebec.
4. Bravo, Sierra, Quebec.

Question 7 (3.19)

The radiotelephone urgency signal to indicate a condition concerning the safety of an aircraft, vehicle or of some person on board which does not require immediate assistance is

1. URGENCY,URGENCY, URGENCY.
2. MAYDAY, MAYDAY, MAYDAY.
3. PAN PAN, PAN PAN, PAN PAN.
4. EMERGENCY, EMERGENCY, EMERGENCY.

Question 8 (3.20)

What should be included along with the call sign of the aircraft and time, to indicate cancellation of a distress message?

1. MAYDAY CANCELLED, MAYDAY CANCELLED, MAYDAY CANCELLED.
2. ALL STATIONS, ALL STATIONS, ALL STATIONS, EMERGENCY OVER.
3. MAYDAY, MAYDAY, MAYDAY, ALL STATIONS, DISTRESS TRAFFIC ENDED, OUT.
4. MAYDAY, ALL STATIONS, ALL STATIONS, ALL STATIONS, SILENCE FINISHED, OUT.

Question 9 (3.23)

A radio equipped aircraft has been cleared to land at a controlled airport. The pilot should acknowledge the clearance by

1. replying “Wilco”.
2. clicking the microphone button.
3. transmitting the aircraft call sign.
4. replying “Roger”.

Question 10 (4.2)

A dry Transport Canada standard wind direction indicator when horizontal indicates a wind speed of at least

1. 6 kt.
2. 25 kt.
3. 15 kt.
4. 10 kt.

Question 11 (4.8)

Except for the purpose of taking off or landing, an aircraft shall not be flown over an aerodrome at a height of less than

1. 1,500 feet AGL.
2. 1,000 feet AGL.
3. 500 feet AGL.
4. 2,000 feet AGL.

Question 12 (5.3)

A serviceable landing light is required equipment on aircraft

1. carrying passengers at night except private aircraft under 5,700 kg.
2. using an unlighted aerodrome.
3. taking off or landing at night.
4. carrying passengers at night.

Question 13 (5.7)

The International VHF Emergency Frequency is

1. 122.2 MHz.
2. 126.7 MHz.
3. 121.5 MHz.
4. 121.9 MHz.

Question 14 (5.8)

No pilot shall take off from or land at an aerodrome at night unless the

1. aerodrome is lighted as prescribed by the Minister.
2. pilot has completed 3 night landings in the previous 90 days.
3. aircraft is equipped with a functioning two-way radio.
4. aircraft is equipped with a functioning landing light or landing lights.

Question 15 (5.9)

The CARs define an infant passenger as a person

1. weighing less than 50 lb and under 5 years of age.
2. under 2 years of age.
3. weighing less than 30 lb.
4. under 3 years of age.

Question 16 (5.11)

Which flight instrument systems and equipment are required on power driven aircraft for day VFR flight in controlled airspace? A magnetic direction indicating system or magnetic compass and A: an airspeed indicator. B: an attitude indicator. C: a sensitive altimeter. D: a vertical speed indicator. E: a turn and bank indicator. F: a time piece. G: a heading indicator.

1. A, B, G.
2. A, C, D, E, F.
3. B, D, E, G.
4. A, C, F.

Question 17 (6.4)

When an arriving aircraft is cleared “to the circuit”, the pilot should interpret this to mean join the circuit

1. on the downwind leg.
2. from the upwind side of the runway in all cases.
3. on base leg if convenient.
4. on final for a straight in approach.

Question 18 (6.7)

When instructed to continue an approach to a runway which is clear of traffic, what action should the pilot take if no landing clearance is received?

1. Request landing clearance.
2. Circle 360° to the left.
3. Circle 360° in the direction of the circuit.
4. Complete the landing.

Question 19 (6.10)

Aircraft flying VFR normally join the circuit at 1,000 feet AAE. This may not always be possible because of

1. the possibility of a “straight in” clearance to the airport in which case the final leg would normally be entered at less than 1,000 feet.
2. the existence of a special procedures NOTAM which provides for a different circuit altitude.
3. weather conditions which may necessitate a circuit height lower than 1,000 feet.
4. the existence of any of the above circumstances.

Question 20 (6.17)

A pilot on a VFR flight in Class C airspace is advised by ATC to maintain a specific heading. In the pilot’s opinion, this heading will cause conflict with another aircraft. The pilot should

1. always change altitude as required to avoid the other aircraft.
2. maintain the specified heading to comply with the regulations.
3. alter heading to avoid the other aircraft and advise ATC.
4. maintain the specified heading as separation will be provided by the controller.

Question 21 (6.23)

Terminal airspace dimensions and VHF sector frequencies for certain high density traffic airports in Canada are shown

1. in the Designated Airspace Handbook and the TC AIM Canada.
2. on the VTA chart and in the CFS.
3. on the VTA and VNC charts.
4. in the CFS and on the VNC chart.

Question 22 (7.1)

Avoiding wake turbulence is

1. the responsibility of the pilot, only when advised by ATC of the possibility of wake turbulence.
2. a responsibility shared by both the pilot and ATC.
3. the sole responsibility of the pilot.
4. the sole responsibility of ATC.

Question 23 (7.6)

The pilot of a light aircraft on final approach close behind a heavier aircraft should plan the approach to land

1. at the touchdown point of the other aircraft.
2. to the right or left of the touchdown point of the other aircraft.
3. beyond the touchdown point of the other aircraft.
4. prior to the touchdown point of the other aircraft.

Question 24 (7.10)

Wake turbulence caused by a departing aeroplane is most severe immediately

1. before rotation.
2. following take-off.
3. above its flight path.
4. following full power application.

Question 25 (7.14)

Which statement concerning vortices caused by helicopters is correct?

1. Helicopter vortices are generally weak and dissipate rapidly when formed near the ground.
2. The size and weight of the helicopter has a direct influence on the intensity of the vortices.
3. Helicopter vortices are less intense than the vortices of an aeroplane of the same weight.
4. Wind does not influence the movement of vortices generated by a helicopter in hovering flight.

Question 26 (7.15)

What effect would a light cross-wind have on the wing tip vortices generated by a large aeroplane that had just taken off? A light cross-wind

1. could cause one vortex to remain over the runway for some time.
2. would rapidly dissipate the strength of both vortices.
3. would rapidly clear the runway of all vortices.
4. would not affect the lateral movement of the vortices.

Question 27 (8.5)

Flight crew members who require decompression stops on the way to the surface when SCUBA diving should not fly for

1. 8 hours.
2. 12 hours.
3. 24 hours.
4. 4 hours.

Question 28 (8.7)

A pilot who has donated blood should not act as a flight crew member for at least the next

1. 12 hours.
2. 24 hours.
3. 36 hours.
4. 48 hours.

Question 29 (8.9)

Any pilot who has had a local anaesthetic for extensive dental procedures should not act as a flight crew member during the next

1. 48 hrs.
2. 12 hrs.
3. 24 hrs.
4. 36 hrs.

Question 30 (8.10)

Relatively small amounts of alcohol affect tolerance to hypoxia (lack of sufficient oxygen). This tolerance

1. remains constant to 6,000 feet ASL.
2. deteriorates with increase of altitude.
3. improves with increase of altitude.
4. is not affected by altitude change.

Question 31 (8.13)

The Canadian Medical Certificate of a private pilot under 40 years of age is valid, in Canada, for a period of

1. 72 months.
2. 60 months.
3. 48 months.
4. 24 months.

Question 32 (9.1)

The amount of fuel and oil carried on board any helicopter at the commencement of a day VFR flight must be sufficient, to provide for foreseeable delays having been considered, to fly to the destination aerodrome,

1. then to a specified alternate and thereafter for 45 minutes at normal cruising speed.
2. and thereafter for 20 minutes at normal cruising speed.
3. then to a specified alternate and thereafter for 20 minutes at normal cruising speed.
4. and thereafter for 45 minutes at normal cruising speed.

Question 33 (9.5)

When there is a deviation from a VFR flight plan, ATC shall be notified of such deviation

1. within 60 minutes after landing.
2. as soon as possible.
3. within 10 minutes.
4. within 30 minutes.

Question 34 (9.6)

Where no search and rescue initiation time is specified in a flight itinerary, when shall the pilot report to the 'responsible person'?

1. Within 24 hours after the expiration of the estimated duration of the flight specified in the flight itinerary.
2. As soon as practicable after landing but no later than 24 hours after the last reported ETA.
3. Within one hour after the expiration of the estimated duration of the flight specified in the flight itinerary.
4. Within one hour after landing.

Question 35 (9.11)

How is an intermediate stop indicated on the flight plan form for a VFR flight?

1. By repeating the name of intermediate stop and its duration in the “Route” column.
2. By simply indicating 'Intermediate Stop' in 'Other Information' column.
3. By including duration of the intermediate stop in “Elapsed Time” box as ATC automatically checks time between points.
4. Same as any VFR flight plan if the intermediate time does not exceed 30 minutes at each point.

Question 36 (10.4)

After accepting a clearance and subsequently finding that it cannot be complied with, a pilot should

1. comply as best as possible under the circumstances and say nothing to ATC.
2. disregard the clearance.
3. comply with the suitable parts.
4. take any immediate action required and advise ATC as soon as possible.

Question 37 (10.6)

If all or part of an ATC clearance is unacceptable, a pilot should

1. acknowledge the clearance and read back only the acceptable parts.
2. refuse the clearance and inform ATC of the pilots intentions.
3. comply as best as possible under the circumstances.
4. refuse the clearance without giving a reason for refusal.

Question 38 (11.2)

A 121.5/243 MHz ELT may be switched to transmit for test purposes anytime

1. following a hard landing.
2. during the first 5 minutes of any hour UTC.
3. following a component or battery change.
4. prior to flight and listening on 121.5 MHz.

Question 39 (11.7)

An isolated thunderstorm is in close proximity to your aerodrome of intended landing. You should

1. land as quickly as possible.
2. add one-half the wind gust factor to the recommended landing speed and land.
3. land giving due consideration to wind shear on final approach.
4. hold over a known point clear of the thunderstorm until it is well past the aerodrome.

Question 40 (11.10)

The ground idle blast danger area extends back from the tail of a medium size jet aeroplane for at least

1. 450 feet.
2. 600 feet.
3. 750 feet.
4. 200 feet.

Question 41 (11.12)

A 45 kt blast area can be expected ..... behind the propellers of a large turbo-prop aeroplane during taxi.

1. 100 feet.
2. 120 feet.
3. 60 feet.
4. 80 feet.

Question 42 (12.6)

A person may conduct aerobatic manoeuvres in an aircraft

1. within Class F advisory airspace when visibility is 3 miles or greater.
2. within Class C airspace when the visibility is 1 mile or greater.
3. over an airport provided the appropriate frequency is monitored.
4. over the suburban area of a city above 2,000 feet AGL.

Question 43 (12.16)

What is the height AGL above which an aircraft in VFR flight shall be operated to conform with the Cruising Altitudes Order?

1. 2,200 feet.
2. 3,000 feet.
3. 3,500 feet.
4. 700 feet.

Question 44 (12.17)

An aircraft cruising VFR in level flight above 3,000 feet AGL on a track of 290°M shall be flown at an

1. even thousand foot altitude.
2. even thousand plus 500 foot altitude.
3. odd thousand foot altitude.
4. odd thousand plus 500 foot altitude.

Question 45 (12.18)

The selection of a cruising altitude in the Southern Domestic Airspace should be based on the

1. true track.
2. magnetic track.
3. true heading.
4. magnetic heading.

Question 46 (13.2)

When in VFR flight within controlled airspace, a pilot must remain clear of cloud by at least

1. 500 feet vertically and 1 mile horizontally.
2. 500 feet vertically and 2,000 feet horizontally.
3. 1,000 feet vertically and 1 mile horizontally.
4. 1,000 feet vertically and 3 miles horizontally.

Question 47 (13.10)

VFR flight within Class B airspace is permitted

1. in accordance with an ATC clearance.
2. only when the flight visibility is 5 miles or better.
3. for all aircraft except gliders and balloons.
4. if the pilot holds a Class B Airspace Endorsement.

Question 48 (13.11)

The pilot of an arriving VFR flight shall make initial radio contact with a control tower in Class C airspace

1. prior to entering the Control Zone.
2. immediately prior to joining the circuit.
3. immediately after entering the Control Zone.
4. 10 NM outside the Control Zone.

Question 49 (14.1)

The primary objective of an aviation safety investigation into an aircraft accident or aircraft incident is to

1. determine the adequacy of insurance regulations.
2. enforce regulations.
3. prevent recurrences.
4. apportion blame and liability.

Question 50 (14.4)

TSB shall be notified of a reportable aviation accident when

1. an aircraft is missing or completely inaccessible.
2. a person sustains serious or fatal injury as a result of being in or coming into direct contact with any part of an aircraft.
3. an aircraft sustains damage or structural failure adversely affecting performance or flight characteristics and requiring major repair or replacement.
4. any of the above conditions exist.

Marking sheet

	Question	1	2	3	4
1	(1.1)	.	X	.	.
2	(1.6)	.	X	.	.
3	(1.8)	.	.	X	.
4	(2.6)	.	.	X	.
5	(2.8)	.	X	.	.
6	(3.2)	.	.	X	.
7	(3.19)	.	.	X	.
8	(3.20)	.	.	.	X
9	(3.23)	.	.	X	.
10	(4.2)	.	.	X	.
11	(4.8)	.	.	.	X
12	(5.3)	.	.	.	X
13	(5.7)	.	.	X	.
14	(5.8)	X	.	.	.
15	(5.9)	.	X	.	.
16	(5.11)	.	.	.	X
17	(6.4)	X	.	.	.
18	(6.7)	X	.	.	.
19	(6.10)	.	.	.	X
20	(6.17)	.	.	X	.
21	(6.23)	.	X	.	.
22	(7.1)	.	.	X	.
23	(7.6)	.	.	X	.
24	(7.10)	.	X	.	.
25	(7.14)	.	X	.	.

	Question	1	2	3	4
26	(7.15)	X	.	.	.
27	(8.5)	.	.	X	.
28	(8.7)	.	.	.	X
29	(8.9)	.	.	X	.
30	(8.10)	.	X	.	.
31	(8.13)	.	X	.	.
32	(9.1)	.	X	.	.
33	(9.5)	.	X	.	.
34	(9.6)	.	X	.	.
35	(9.11)	X	.	.	.
36	(10.4)	.	.	.	X
37	(10.6)	.	X	.	.
38	(11.2)	.	X	.	.
39	(11.7)	.	.	.	X
40	(11.10)	X	.	.	.
41	(11.12)	.	.	X	.
42	(12.6)	X	.	.	.
43	(12.16)	.	X	.	.
44	(12.17)	.	X	.	.
45	(12.18)	.	X	.	.
46	(13.2)	X	.	.	.
47	(13.10)	X	.	.	.
48	(13.11)	X	.	.	.
49	(14.1)	.	.	X	.
50	(14.4)	.	.	.	X