Alec Myers Flight Training

PSTAR Exam

Created 06 Jun 2026 07:44:22 PM

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	(1.2)	O	O	O	O
2	(1.4)	O	O	O	O
3	(2.7)	O	O	O	O
4	(2.8)	O	O	O	O
5	(3.14)	O	O	O	O
6	(3.21)	O	O	O	O
7	(3.29)	O	O	O	O
8	(4.5)	O	O	O	O
9	(4.6)	O	O	O	O
10	(5.3)	O	O	O	O
11	(5.4)	O	O	O	O
12	(5.5)	O	O	O	O
13	(5.7)	O	O	O	O
14	(6.3)	O	O	O	O
15	(6.4)	O	O	O	O
16	(6.5)	O	O	O	O
17	(6.7)	O	O	O	O
18	(6.13)	O	O	O	O
19	(6.16)	O	O	O	O
20	(6.20)	O	O	O	O
21	(6.21)	O	O	O	O
22	(6.23)	O	O	O	O
23	(7.4)	O	O	O	O
24	(7.7)	O	O	O	O
25	(7.12)	O	O	O	O

	Question	1	2	3	4
26	(7.15)	O	O	O	O
27	(8.7)	O	O	O	O
28	(8.9)	O	O	O	O
29	(8.10)	O	O	O	O
30	(9.2)	O	O	O	O
31	(9.5)	O	O	O	O
32	(9.6)	O	O	O	O
33	(9.8)	O	O	O	O
34	(10.1)	O	O	O	O
35	(10.3)	O	O	O	O
36	(10.6)	O	O	O	O
37	(11.4)	O	O	O	O
38	(11.10)	O	O	O	O
39	(11.14)	O	O	O	O
40	(12.1)	O	O	O	O
41	(12.6)	O	O	O	O
42	(12.19)	O	O	O	O
43	(12.20)	O	O	O	O
44	(13.2)	O	O	O	O
45	(13.3)	O	O	O	O
46	(13.5)	O	O	O	O
47	(13.7)	O	O	O	O
48	(13.10)	O	O	O	O
49	(14.1)	O	O	O	O
50	(14.2)	O	O	O	O

Question 1 (1.2)

When two aircraft are converging at approximately the same altitude

1. the aircraft on the right shall avoid the other by descending.
2. the aircraft that has the other on its right shall give way.
3. the aircraft that has the other on its left shall give way.
4. both aircraft shall alter heading to the left.

Question 2 (1.4)

When two aircraft are converging at approximately the same altitude, which statement applies?

1. Helicopters shall give way to gliders.
2. Gliders shall give way to helicopters.
3. Aeroplanes shall give way to helicopters.
4. Helicopters shall give way to aeroplanes.

Question 3 (2.7)

Chrome yellow and black strips painted on pylons or on the roof of a building identifies

1. an area where explosives are in use.
2. a fur farm.
3. an artillery range.
4. an open pit mine.

Question 4 (2.8)

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

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

Question 5 (3.14)

Ground control authorizes “GOLF ALPHA BRAVO CHARLIE TAXI RUNWAY 29 HOLD SHORT OF RUNWAY 04”. The pilot should acknowledge this by replying “GOLF ALPHA BRAVO CHARLIE TO

1. HOLD SHORT OF 29”.
2. HOLD SHORT OF 04”.
3. RUNWAY 04”.
4. RUNWAY 29”.

Question 6 (3.21)

A departing flight will normally remain on tower frequency until

1. clear of the Control Zone.
2. the flight is 2,000 feet AGL.
3. 25 NM from the airport.
4. 15 NM from the Control Zone.

Question 7 (3.29)

Your radio transmissions are reported READABILITY THREE. This means that your transmissions are

1. readable with difficulty.
2. readable.
3. perfectly readable.
4. readable now and then.

Question 8 (4.5)

The west end of a runway oriented east and west is numbered

1. 90.
2. 27.
3. 270.
4. 09.

Question 9 (4.6)

Where taxiway holding positions have not been established, aircraft waiting to enter an active runway should normally hold

1. clear of the manoeuvring area.
2. 50 feet from the edge of the runway.
3. 150 feet from the edge of the runway.
4. 200 feet from the edge of the runway.

Question 10 (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 11 (5.4)

Unless oxygen and oxygen masks as specified in CARs are readily available, no person shall fly unpressurized aircraft above

1. 12,500 feet ASL.
2. 13,000 feet ASL.
3. 9,500 feet ASL.
4. 10,000 feet ASL.

Question 12 (5.5)

No person shall fly an aircraft for more than . . . . . at an altitude between 10,000 and 13,000 feet ASL unless there is readily available to each flight crew member, an oxygen mask and a supply of oxygen.

1. 15 minutes.
2. 30 minutes.
3. 1 hour.
4. 2 hours.

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 (6.3)

A pilot requests an intersection take-off from ATC. If authorized,

1. any noise abatement procedures for the runway are automatically cancelled.
2. the controller will always give the remaining runway length.
3. the controller will ensure that the remaining runway length is sufficient for take-off.
4. it is the pilot’s responsibility to ensure that the remaining runway length is sufficient for take-off.

Question 15 (6.4)

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

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

Question 16 (6.5)

When a NORDO aircraft crosses an airport for the purpose of obtaining landing information it should maintain

1. at least 2,000 feet AGL.
2. at least 500 feet above circuit height.
3. circuit height.
4. 1,000 feet above circuit height.

Question 17 (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. Complete the landing.
2. Request landing clearance.
3. Circle 360° to the left.
4. Circle 360° in the direction of the circuit.

Question 18 (6.13)

A pilot on a VFR flight is being vectored by ATC towards an extensive unbroken layer of cloud. The responsibility for remaining VFR rests with

1. ATC since the cloud is visible on radar.
2. the pilot.
3. the radar operator.
4. ATC since the flight is designated VFR.

Question 19 (6.16)

A pilot on a Special VFR flight has been cleared to the circuit. Ahead, at a lower altitude, is a solid layer of stratus cloud. Remaining clear of cloud is the responsibility of

1. ATC because the weather is below VFR.
2. the pilot and ATC.
3. the pilot.
4. the tower controller as it is within a Control Zone.

Question 20 (6.20)

The holder of a student pilot permit may for the sole purpose of the holder’s own flight training act as PIC of an aircraft

1. by day only.
2. while carrying passengers.
3. only when accompanied by a flight instructor.
4. by day and night.

Question 21 (6.21)

The PIC of an aircraft shall comply with any light signals or ground marking prescribed in the CARs

1. at all times provided safety is not jeopardized.
2. only while in class C airspace if they are part of an ATC clearance.
3. only while in a Control Zone if they are part of an ATC instruction.
4. at all times.

Question 22 (6.23)

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

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

Question 23 (7.4)

The wing tip vortices generated by a heavy aeroplane can cause a lighter aircraft encountering them to

1. go out of control.
2. continue descent even when maximum power is applied.
3. sustain structural damage.
4. experience any of the above situations.

Question 24 (7.7)

To avoid wake turbulence when taking off behind a large aircraft, the pilot should

1. remain in ground effect until past the rotation point of the large aircraft.
2. become airborne in the calm airspace between the vortices.
3. taxi until past the rotation point of the large aircraft, then take off and remain below its climb path.
4. become airborne before the rotation point of the large aircraft and stay above its departure path or request a turn to avoid the departure path.

Question 25 (7.12)

Wake turbulence will be greatest when generated by an aeroplane which is

1. heavy, take-off configuration and slow speed.
2. heavy, landing configuration and slow speed.
3. heavy, clean configuration and slow speed.
4. light, clean configuration and high speed.

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

Question 27 (8.7)

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

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

Question 28 (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. 36 hrs.
2. 48 hrs.
3. 12 hrs.
4. 24 hrs.

Question 29 (8.10)

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

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

Question 30 (9.2)

The amount of fuel carried on board any propeller-driven aeroplane at the commencement of a day VFR flight must be sufficient, having regard to the meteorological conditions and foreseeable delays that are expected in flight, to fly to the destination aerodrome

1. then to a specified alternate and then fly for a period of 30 minutes at normal cruising speed.
2. and then fly for a period of 45 minutes at normal cruising speed.
3. and then fly for a period of 30 minutes at normal cruising speed.
4. then to a specified alternate and then for a period of 45 minutes at normal cruising speed.

Question 31 (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 32 (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. As soon as practicable after landing but no later than 24 hours after the last reported ETA.
2. Within one hour after the expiration of the estimated duration of the flight specified in the flight itinerary.
3. Within one hour after landing.
4. Within 24 hours after the expiration of the estimated duration of the flight specified in the flight itinerary.

Question 33 (9.8)

Where a VFR flight plan has been filed, an arrival report must be filed by the pilot

1. except at airports served by a control tower in which case the tower will automatically close the flight plan.
2. by advising an ATS unit.
3. at each intermediate stop and then reopened on take-off.
4. by parking the aircraft in close proximity to the tower.

Question 34 (10.1)

An ATC instruction

1. must be “read back” in full to the controller and confirmed before becoming effective.
2. is in effect advice provided by ATC and does not require acceptance or formal acknowledgement by the pilot concerned.
3. is the same as an ATC clearance.
4. must be complied with when received by the pilot providing the safety of the aircraft is not jeopardized.

Question 35 (10.3)

A pilot, after accepting a clearance and subsequently finding that all or part of the clearance cannot be complied with, should

1. comply as best as possible under the circumstances and advise ATC as soon as possible.
2. disregard the clearance.
3. comply with only the part that is suitable.
4. comply as best as possible under the circumstances to carry out the clearance and need not say anything to ATC.

Question 36 (10.6)

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

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

Question 37 (11.4)

All accidental ELT activations should be reported to the

1. R.C.M.P.
2. Minister.
3. nearest ATS unit.
4. airport manager.

Question 38 (11.10)

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

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

Question 39 (11.14)

VDF steers are intended to provide directional assistance to VFR flights

1. on routine navigational trips.
2. cleared for Special VFR.
3. in uncontrolled airspace.
4. in times of difficulties.

Question 40 (12.1)

ADIZ rules normally apply

1. only to all southbound aircraft.
2. to all aircraft.
3. only to aircraft flying above 12,500 feet.
4. only to aircraft flying at true airspeeds of 180 KT or more.

Question 41 (12.6)

A person may conduct aerobatic manoeuvres in an aircraft

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

Question 42 (12.19)

Every person who is the holder of any pilot licence or permit shall, on demand, produce such licence or permit for inspection by persons authorized by the Minister, by peace officers and

1. FSS operators.
2. Transport Canada airport managers.
3. immigration officers.
4. all of the above.

Question 43 (12.20)

Low Level Airspace is defined as, all airspace

1. extending upwards from 700 feet AGL within designated airways.
2. extending upwards from the surface of the earth within designated airways.
3. within the Canadian Domestic Airspace below 18,000 feet ASL.
4. extending upwards from 2,200 feet AGL within designated airways.

Question 44 (13.2)

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

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

Question 45 (13.3)

The minimum flight visibility for VFR flight within a low level airway is

1. 1 mile.
2. 1½ miles.
3. 2 miles.
4. 3 miles.

Question 46 (13.5)

VFR cross-country pilots wishing to cross through any part of a Class C Control Zone should

1. advise ATC of their intentions and obtain a clearance.
2. conform with circuit direction at that airport.
3. advise the associated FSS.
4. monitor the Approach Control frequency.

Question 47 (13.7)

ATC may authorize a helicopter equipped with a functioning two-way radio to transit a Control Zone under day Special VFR where the flight visibility and, when reported, ground visibility are each not less than

1. 1/2 mile and operated at not less than 500 feet AGL.
2. 1 mile and operated at not less than 500 feet AGL.
3. 1/2 mile.
4. 1 mile.

Question 48 (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 49 (14.1)

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

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

Question 50 (14.2)

Details on civil aviation accident reporting procedures can be found in the

1. TC AIM
2. Canadian Aviation Regulations.
3. Canada Flight Supplement.
4. Aviation Safety Manual.

Marking sheet

	Question	1	2	3	4
1	(1.2)	.	X	.	.
2	(1.4)	X	.	.	.
3	(2.7)	.	X	.	.
4	(2.8)	.	.	.	X
5	(3.14)	.	X	.	.
6	(3.21)	X	.	.	.
7	(3.29)	X	.	.	.
8	(4.5)	.	.	.	X
9	(4.6)	.	.	.	X
10	(5.3)	.	.	.	X
11	(5.4)	.	X	.	.
12	(5.5)	.	X	.	.
13	(5.7)	.	.	X	.
14	(6.3)	.	.	.	X
15	(6.4)	.	.	.	X
16	(6.5)	.	X	.	.
17	(6.7)	.	X	.	.
18	(6.13)	.	X	.	.
19	(6.16)	.	.	X	.
20	(6.20)	X	.	.	.
21	(6.21)	X	.	.	.
22	(6.23)	.	.	X	.
23	(7.4)	.	.	.	X
24	(7.7)	.	.	.	X
25	(7.12)	.	.	X	.
26	(7.15)	.	X	.	.
27	(8.7)	X	.	.	.
28	(8.9)	.	.	.	X
29	(8.10)	.	.	.	X
30	(9.2)	.	.	X	.
31	(9.5)	.	X	.	.
32	(9.6)	X	.	.	.
33	(9.8)	.	X	.	.
34	(10.1)	.	.	.	X
35	(10.3)	X	.	.	.
36	(10.6)	.	.	.	X
37	(11.4)	.	.	X	.
38	(11.10)	.	X	.	.
39	(11.14)	.	.	.	X
40	(12.1)	.	X	.	.
41	(12.6)	.	.	.	X
42	(12.19)	.	.	X	.
43	(12.20)	.	.	X	.
44	(13.2)	.	.	X	.
45	(13.3)	.	.	.	X
46	(13.5)	X	.	.	.
47	(13.7)	.	.	X	.
48	(13.10)	X	.	.	.
49	(14.1)	X	.	.	.
50	(14.2)	X	.	.	.