Alec Myers Flight Training
PSTAR Exam

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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	(1.6)	O	O	O	O
2	(1.7)	O	O	O	O
3	(1.10)	O	O	O	O
4	(2.6)	O	O	O	O
5	(2.8)	O	O	O	O
6	(3.8)	O	O	O	O
7	(3.17)	O	O	O	O
8	(3.18)	O	O	O	O
9	(3.22)	O	O	O	O
10	(3.29)	O	O	O	O
11	(4.5)	O	O	O	O
12	(4.8)	O	O	O	O
13	(5.6)	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	(6.9)	O	O	O	O
18	(6.11)	O	O	O	O
19	(6.12)	O	O	O	O
20	(7.1)	O	O	O	O
21	(7.7)	O	O	O	O
22	(7.12)	O	O	O	O
23	(7.14)	O	O	O	O
24	(7.15)	O	O	O	O
25	(8.3)	O	O	O	O

	Question	1	2	3	4
26	(8.4)	O	O	O	O
27	(8.5)	O	O	O	O
28	(9.2)	O	O	O	O
29	(9.3)	O	O	O	O
30	(9.4)	O	O	O	O
31	(9.5)	O	O	O	O
32	(9.6)	O	O	O	O
33	(9.7)	O	O	O	O
34	(10.2)	O	O	O	O
35	(10.3)	O	O	O	O
36	(11.1)	O	O	O	O
37	(11.3)	O	O	O	O
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47	(13.8)	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 (1.6)

When converging at approximately the same altitude

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

Question 2 (1.7)

When two power-driven heavier-than-air aircraft are converging at approximately the same altitude

1. both shall alter heading to the left.
2. the one on the right has the right of way.
3. the one on the right shall give way by descending.
4. the one on the left has the right of way.

Question 3 (1.10)

Two aircraft are on approach to land, the aircraft at the higher altitude shall

1. complete a 360° turn to the right.
2. have the right of way.
3. overtake the lower aircraft on the left.
4. give way.

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

Question 6 (3.8)

En route aircraft should, whenever possible, maintain a listening watch for aircraft in distress on

1. 121.5 during the first 5 minutes of each hour.
2. the voice frequency of the navigation aid in use.
3. the receiver mode of the ELT.
4. 121.5 on the aircraft receiver.

Question 7 (3.17)

A pilot receives the following ATC clearance “CLEARED TO LAND, TURN RIGHT AT THE FIRST INTERSECTION”. The pilot should

1. land and do a 180° turn and taxi back to clear the runway at the required intersection.
2. land and attempt to turn off even though the speed is considered too high to safely accomplish the turn.
3. complete a touch-and-go if it is not possible to safely accomplish the turn.
4. land and turn off at the nearest intersection possible commensurate with safety.

Question 8 (3.18)

The radiotelephone distress signal to indicate grave and/or imminent danger requiring immediate assistance is

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

Question 9 (3.22)

You advise ATC that you are on the downwind leg. If there is other traffic in the circuit, ATC will then

1. inform you of the runway in use, wind and altimeter.
2. advise you of all other circuit traffic.
3. clear you to land.
4. inform you of your number in the approach sequence or other appropriate instructions.

Question 10 (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 11 (4.5)

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

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

Question 12 (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. 1,000 feet AGL.
2. 500 feet AGL.
3. 2,000 feet AGL.
4. 1,500 feet AGL.

Question 13 (5.6)

What safety equipment must be available to each person on board a single-engine aircraft which is taking off from or landing on water?

1. A signal flare.
2. A signal mirror.
3. An approved life raft.
4. An approved life preserver.

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 (6.9)

When the reported ceiling is 1,000 feet overcast and visibility is 3 miles, to remain VFR, an aircraft cleared to the circuit must join

1. in accordance with Special VFR.
2. as high as possible without entering cloud.
3. at 500 feet below cloud base.
4. at 700 feet AGL.

Question 18 (6.11)

A pilot on final approach is requested by ATC to reduce airspeed. The pilot should

1. acknowledge transmission and execute a 360° turn.
2. overshoot and rejoin the circuit.
3. reduce airspeed well below normal approach speed range.
4. comply, giving due consideration to safe minimum manoeuvring speed of the aircraft.

Question 19 (6.12)

A pilot is cleared to land but is concerned about the high cross-wind component. The pilot should

1. overshoot and request an into-wind runway.
2. continue the approach and land as the clearance must be obeyed.
3. use full flaps and approach at a reduced speed.
4. alter heading and land on another runway which is more into wind.

Question 20 (7.1)

Avoiding wake turbulence is

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

Question 21 (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 22 (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 23 (7.14)

Which statement concerning vortices caused by helicopters is correct?

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

Question 24 (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 rapidly dissipate the strength of both vortices.
2. would rapidly clear the runway of all vortices.
3. would not affect the lateral movement of the vortices.
4. could cause one vortex to remain over the runway for some time.

Question 25 (8.3)

Damage to the ear drum in flight is most likely to occur

1. after SCUBA diving.
2. during a climb.
3. during a descent.
4. when using supplementary oxygen.

Question 26 (8.4)

Clearing the ears on a rapid descent may be assisted by

1. swallowing.
2. opening the mouth widely or yawning.
3. a Valsalva manoeuvre.
4. all of the above.

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

Question 28 (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. and then fly for a period of 45 minutes at normal cruising speed.
2. and then fly for a period of 30 minutes at normal cruising speed.
3. then to a specified alternate and then for a period of 45 minutes at normal cruising speed.
4. then to a specified alternate and then fly for a period of 30 minutes at normal cruising speed.

Question 29 (9.3)

If a flight plan is not filed, a flight itinerary must be filed

1. for flights proceeding 25 NM or more from the point of origin.
2. only for flights in sparsely settled areas.
3. for flights destined to land at aerodromes or places other than the point of origin.
4. for all flights.

Question 30 (9.4)

After landing from a VFR flight for which a flight plan has been filed, the pilot shall report the arrival to the appropriate ATS unit within

1. 30 minutes.
2. 45 minutes.
3. 60 minutes.
4. 15 minutes.

Question 31 (9.5)

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

1. within 30 minutes.
2. within 60 minutes after landing.
3. as soon as possible.
4. within 10 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. Within one hour after the expiration of the estimated duration of the flight specified in the flight itinerary.
2. Within one hour after landing.
3. Within 24 hours after the expiration of the estimated duration of the flight specified in the flight itinerary.
4. As soon as practicable after landing but no later than 24 hours after the last reported ETA.

Question 33 (9.7)

With regard to a flight itinerary, the 'responsible person' means someone who

1. has agreed to report the aircraft overdue.
2. is 18 years of age or over.
3. holds an aeronautical licence.
4. has agreed to report the arrival of the aircraft.

Question 34 (10.2)

An ATC clearance

1. requires compliance when accepted by the PIC.
2. must be complied with when received by the PIC.
3. is the same as an ATC instruction.
4. is in effect advice provided by ATC and does not require acceptance or acknowledgement by the PIC.

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

Question 36 (11.1)

In an emergency requiring the use of an ELT, it should be turned on

1. during daylight hours only to conserve the battery.
2. immediately and left on.
3. at the ETA in the flight plan.
4. for the first five minutes of each hour UTC.

Question 37 (11.3)

Before shutting down you can verify that the aircraft's ELT is not transmitting by

1. checking the ELT visual warning light.
2. checking that the ELT switch is in the off position.
3. listening on 121.5 MHz for a signal.
4. ensuring that the master switch is off.

Question 38 (11.5)

When an aircraft engine is left running on the ground and no person remains onboard, the aircraft's movement must be restricted and

1. it must not be left unattended.
2. its gross weight must be below 4,409 LB (2,000 kg).
3. its control locks must be installed.
4. it must remain in sight of the pilot at all times.

Question 39 (11.7)

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

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

Question 40 (11.17)

When issued a clearance to land and hold short of an intersecting runway, pilots

1. may taxi across the intersection after the departing or arriving aircraft has cleared their path.
2. who inadvertently go through the intersection should immediately do a 180° turn and backtrack to the hold position.
3. should immediately inform ATC if they are unable to comply.
4. shall comply regardless of the circumstances.

Question 41 (12.3)

Normally, a helicopter in uncontrolled airspace at less than 1,000 feet AGL may operate during the day in flight visibility which is not less than

1. 3 miles.
2. 1/2 mile.
3. 1 mile.
4. 2 miles.

Question 42 (12.12)

Which statement is correct with regard to “advisory airspace”?

1. Only military aircraft may enter advisory airspace depicted on aeronautical charts.
2. A transient aircraft entering active advisory airspace shall be equipped with a serviceable transponder.
3. Non-participating VFR aircraft are encouraged to avoid flight in advisory airspace during active periods specified on aeronautical charts and NOTAM.
4. Aircraft need to be equipped with a two-way radio to enter active advisory airspace.

Question 43 (12.13)

Except as provided by CARs, unless taking off, landing or attempting to land, no person shall fly a helicopter over a built-up area or open air assembly of persons except at an altitude that will permit, in the event of an emergency, the landing of the aircraft without creating a hazard to persons or property on the surface, and such altitude shall not be less than ..... above the highest obstacle within a horizontal radius of ..... from the aircraft.

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

Question 44 (12.21)

A Control Zone normally is controlled airspace extending upwards from

1. the surface of the earth to 3,000 feet.
2. a specified height above the surface of the earth.
3. 2,200 feet above the surface of the earth.
4. 700 feet above the surface of the earth.

Question 45 (13.4)

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

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

Question 46 (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.
2. 1 mile.
3. 1/2 mile and operated at not less than 500 feet AGL.
4. 1 mile and operated at not less than 500 feet AGL.

Question 47 (13.8)

An aircraft flying in accordance with Special VFR would be flying within

1. an airway.
2. a Control Zone.
3. an Aerodrome Traffic Zone.
4. a Terminal Control Area.

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. 10 NM outside the Control Zone.
2. prior to entering the Control Zone.
3. immediately prior to joining the circuit.
4. immediately after entering 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. enforce regulations.
2. prevent recurrences.
3. apportion blame and liability.
4. determine the adequacy of insurance regulations.

Question 50 (14.4)

TSB shall be notified of a reportable aviation accident when

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

Marking sheet

	Question	1	2	3	4
1	(1.6)	.	.	.	X
2	(1.7)	.	X	.	.
3	(1.10)	.	.	.	X
4	(2.6)	.	.	X	.
5	(2.8)	X	.	.	.
6	(3.8)	.	.	.	X
7	(3.17)	.	.	.	X
8	(3.18)	X	.	.	.
9	(3.22)	.	.	.	X
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14	(5.8)	X	.	.	.
15	(5.9)	.	X	.	.
16	(5.11)	.	.	.	X
17	(6.9)	.	.	X	.
18	(6.11)	.	.	.	X
19	(6.12)	X	.	.	.
20	(7.1)	X	.	.	.
21	(7.7)	.	.	.	X
22	(7.12)	.	.	X	.
23	(7.14)	.	.	X	.
24	(7.15)	.	.	.	X
25	(8.3)	.	.	X	.

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43	(12.13)	.	.	X	.
44	(12.21)	X	.	.	.
45	(13.4)	.	.	X	.
46	(13.7)	X	.	.	.
47	(13.8)	.	X	.	.
48	(13.11)	.	X	.	.
49	(14.1)	.	X	.	.
50	(14.4)	.	.	.	X